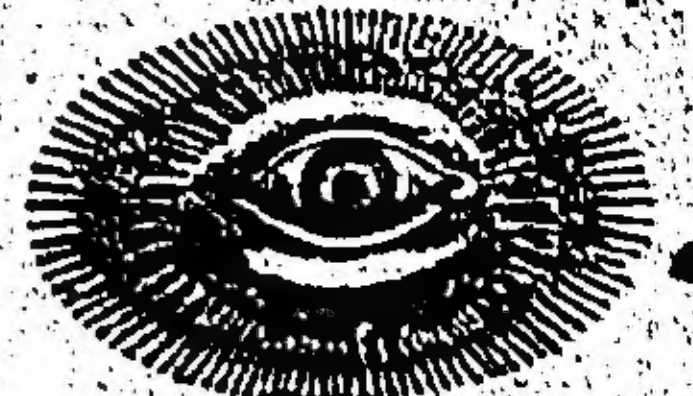


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Hongkong Daily Press

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No. 21,394 號四拾九百叁仟壹萬貳第 日且元月正年卯丁 HONG KONG, WEDNESDAY, FEBRUARY 2nd, 1927. 叁拜禮 日貳月貳年七廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

| | Kowloon | Yau Ma Tei | Shatin | Tai Po | Tai Po Market | Fanning | Sham Shui Po | Sham Shui Po | Canton |
|------|---------|------------|--------|--------|---------------|---------|--------------|--------------|--------|
| Dep. | 6.40 | 6.50 | 7.00 | 7.10 | 7.20 | 7.30 | 7.40 | 7.50 | 8.00 |
| Arr. | 8.00 | 8.10 | 8.20 | 8.30 | 8.40 | 8.50 | 9.00 | 9.10 | 9.20 |
| Dep. | 9.30 | 9.40 | 9.50 | 10.00 | 10.10 | 10.20 | 10.30 | 10.40 | 10.50 |
| Arr. | 11.00 | 11.10 | 11.20 | 11.30 | 11.40 | 11.50 | 12.00 | 12.10 | 12.20 |
| Dep. | 12.30 | 12.40 | 12.50 | 1.00 | 1.10 | 1.20 | 1.30 | 1.40 | 1.50 |
| Arr. | 2.00 | 2.10 | 2.20 | 2.30 | 2.40 | 2.50 | 3.00 | 3.10 | 3.20 |

SHA TAU KOK BRANCH.

| | Fanning | Sham Shui Po | Shatin | Tai Po | Tai Po Market | Yau Ma Tei | Kowloon |
|------|---------|--------------|--------|--------|---------------|------------|---------|
| Dep. | 7.10 | 7.20 | 7.30 | 7.40 | 7.50 | 8.00 | 8.10 |
| Arr. | 8.20 | 8.30 | 8.40 | 8.50 | 9.00 | 9.10 | 9.20 |

On SUNDAYS AND PUBLIC HOLIDAYS EXCEPTED.

Further information may be obtained at the Railway Office, Kowloon, or from Messrs. The Hong Kong and Shanghai Banking Corporation, Ltd., 50.

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ADDITIONAL SAILINGS:

Steamer will leave for Canton on
FRIDAY, 4th Feb., at 9 A.M., and from Canton at 3 P.M. Same Day.
SATURDAY, 5th Feb., at 9 A.M., and from Canton at 3 P.M. Same Day.

MACAO LINE.

FROM HONG KONG: 8 A.M. and 2 P.M. daily.
(Sunday: 9 A.M. only.)
FROM MACAO: 8 A.M. and 2 P.M. daily.
(Sunday: 3.30 P.M. only.)

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(CHINESE NEW YEAR HOLIDAYS.)
No Sailings to or from Macao on Chinese New Year's Day, 2nd FEBRUARY.
2nd FEBRUARY—To Macao—8 A.M. only. From Macao—2 P.M. only.
3rd FEBRUARY—To Macao—2 P.M. only. From Macao—8 A.M. only.

SUNDAY EXCURSION:

On SUNDAY, 5th FEBRUARY, s.s. "SUI AN" will depart from
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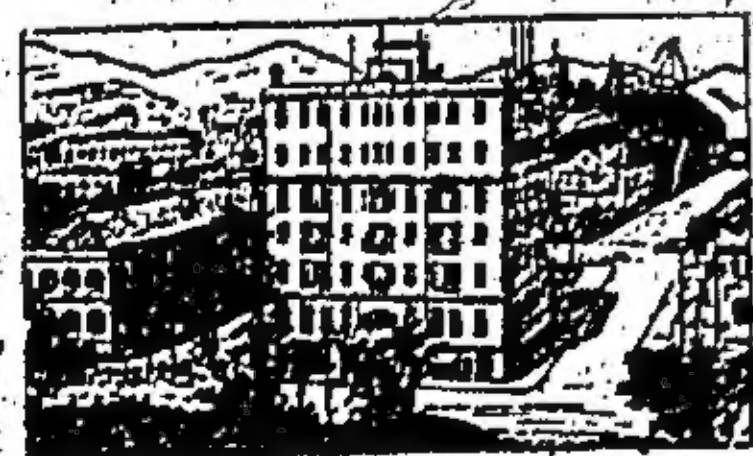
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Recently renovated throughout.
W. H. PERRY,
Manager.

Our London Letter.

AN ARTIST'S EMPIRE MAP.

PETITION AGAINST PETTY RESTRICTIONS. REGISTRATION FOR ARCHITECTS.

[FROM OUR OWN CORRESPONDENT.]

London, January 1st.
The Empire Marketing Board has
commenced the great advertising
campaign promised for the New
Year with a great coloured map,
"Highways of Empire," which is
being exhibited on the principal
boardings in London and the big
cities. It is a splendid artistic pro-
duction by Mr. Macdonald Gill.
Other well-known artists are also
at work on poster pictures. The
"Highways of Empire" is so at-
tractive and arresting that crowds
have been assembling in London to
such an extent as to interfere with
the free passage of the streets.
This first poster is twenty feet by
ten, and is a spirited drawing full
of entertaining details. It has an
odd and arresting look, for the
artist has escaped the usual projec-
tion of the atlases in which the
round world is rolled out flat and
disrupted in the process. Mr. Gill's
projection, or point of view, is
somewhere high in the sky over
London. This gives him England
painted a vivid red, and ridicu-
lously small as the heart of the world—
which, however, is exactly what is
wanted.

The map is semicircular, with the
corners filled in with a bold, de-
corative design of the heavenly
bodies. Across the blue sea—
ships are seen—the British
highways of Empire—the British
ships are seen—and cluster round
the great ports like bees on the thresh-
old of the hive. The map catches
the eye, which is the main thing,
and once caught the eye is kept
busy hunting out all the bright
and amusing vagaries of the artist.
This is the beginning of the cam-
paign urging people to "Buy Em-
pire Products," and a very good
beginning, too.

Too Many Restrictions.

A campaign has been started to
get rid of the irksome restrictions
on the sale of tobacco after 8 p.m.
in hotels and public-houses. There
is something Gilbertian in the
situation. You may, for instance,
find yourself in a hotel bar at, say,
8.15, and the Hebe behind the bar
tenderly sell you a packet of
cigarettes although they are on the
shelf behind her. The reason is
that tobacco is sold at 8 o'clock
under the Shops Act, and the sale
of tobacco everywhere is prohibited
after that hour.

The idea was, no doubt, to pre-
vent the public-house or restaurant
from reaping an unfair advantage.
This may be excellent in theory, but
in practice it is a source of con-
stant annoyance. Besides, most to-
baccoists when they close install
an automatic machine outside their
premises, and from these machines
cigarettes can be obtained. This of
course makes the prohibition as
regards public-houses especially
silly. There are similar restric-
tions over the sale of chocolates,
sweets and ice-creams.

Petty Annoyances.

On behalf of the public-houses the
Federation of British Industries is
arguing that licensed premises can
only be open during fixed hours,
while the retail tobacconists are
able to sell their goods throughout
the day, and that, further, "Mine
Host" has to pay for the licence
which allows him to sell tobacco.
One point made about the restric-
tions is that, apart from the domes-
tic vexation they cause, they are
not likely to help the "Come to
Britain" movement for foreigners
arriving in London are not likely
to enjoy obstacles placed in the way
of smoking, or eating chocolates,
which must appear to them a mere
British eccentricity.

It is not that any one restriction
is a great hardship, but it is the
accumulation of such petty inter-
ferences with ordinary freedom that
arouses a sense of irritation among
the public. It is expected that a
Memorial which 167 M.P.s have
presented to the Home Office will
lead to the Home Secretary being
advised to take action in order to
sweep away some, at least, of the
childish restrictions that now ham-
per us in our daily life.

(Continued on next Column.)

PEACE BRIDGE AT NIAGARA.

PRINCE MAY OPEN CANADIAN END.

NORTH AMERICA'S FORTRESS FRONTIER.

A new Niagara bridge will be
opened this year, which will event-
ually become public property as a
free gift. There are at present two
vehicular bridges over the gorge in
which the falls run, and beside
these there are only two other
vehicular bridges in the 3,000 miles
of the Great Lakes and their con-
necting rivers that stretch from the
sea to Duluth; the western end of
the lakes.
The new bridge is at the outlet
of Lake Erie, and will connect the
City of Buffalo and Fort Erie, the
site of the last battle between the
English and the Americans on the
Niagara frontier in the war of 1812.
The theory of the fortress
frontier between Canada and the
United States is of course
correct. Not a gun has been
fired along the international
boundary for 112 years, but mili-
tary posts have been kept there for
quarantining troops and with the
possibility of civil disturbances in
view. The Fort Porter post, main-
tained for nearly 100 years by the
United States, was abandoned this
year, and the grounds have been
purchased to make an American ap-
proach to the bridge.

"Bootleggers' Blessing."
The piers of the new bridge will
be based on the solid rock of the
river bed. The bridge itself will
be a steel girder construction. A
span of 300 feet will cross the Erie
canal on the American side, and five
steel arches will cross the river,
which is 1,000 feet wide. There will
be six-foot causeways at either side
for pedestrians.

At each end facilities for immi-
gration and Customs officials will
be provided. Cynical people assert
that the bridge in certain circles
will be known as the "Bootleggers'
Blessing." Its official name will be
the Peace Bridge, and efforts are
being made to secure the presence
of the Prince of Wales on his visit
to Canada to open the Canadian
end of the bridge, while it is hoped
that President Coolidge will at the
same ceremony open the American
approach.

The financing of the bridge fol-
lows a practice which has been used
in the erection of other large
bridges in the United States. It
overcomes the difficulties of apportion-
ment between different authori-
ties and falls in with the American
preference for private enterprise
against public action.

To Cost £1,000,000.

The charter for the bridge was
granted jointly by the Dominion of
Canada, the United States Govern-
ment and the State of New York,
in which Buffalo is situated.

The company of the bridge has
issued shares for the cost, which
will be nearly £1,000,000. Interest
will be paid on this sum from tolls
charged for crossing the bridge,
and the scheme provides that the
tolls may be fixed so as to provide
a sum from which investors may be
paid back and the bridge will then
become the property of the public.
Its final ownership will be decided
by the three bodies which issued the
charter for its erection.

The four existing bridges are all
toll bridges.
The new building was planned in
1914 to celebrate a hundred years
of peace, but the war delayed the
project. It is intended to open it
next spring.

Registration For Architects.

I hear that with a view to safe-
guarding their profession from in-
competent practitioners the archi-
tects are promoting a Bill in Par-
liament for registration. A mem-
orandum signed by Mr. Guy Daw-
ber, President of the R.I.B.A., and
the presidents of kindred associa-
tions, gives an outline of the pro-
posals. These are that all bona
fide architects, whether practitio-
ners or assistants, are to be placed
on a register, but no one will be
deprived of any existing rights.
The idea is to set up a definite
standard of architectural training
and examination, and that archi-
tects will thereby enjoy the privi-
lege and prestige that Parliament
has conferred upon the medical and
other professions on the grounds of
public utility and safety. Regis-
tration laws for architects, it is
pointed out, are in force in thirty-
one of the American States, and in
Australia, Canada, New Zealand,
South Africa, and Singapore—
H.B.

THE WEEK'S DIARY.

To-day.
Chinese New Year Day.
Golf: China New Year Meeting.
Fanning.
Cricket: United Services v.
Hong Kong, H.K.C.C. ground.
Interport Football: Hong Kong
v. Shanghai, H.K.F.C. ground, 3.30
p.m.
H.K. Hotel tea dance, 4.30 p.m.
Hotel Savoy tea dance, 4.30
p.m.
Chinese New Year Carnivals at
hotels.
Pantomime: "Little Red Riding
Hood," Theatre Royal, 8.15 p.m.
Dance for Interport football
teams, Lane, Crawford's Restau-
rant, 9 p.m.
Queen's Theatre: "Go West."
World Theatre: "Chinese Pic-
tures."
Star Theatre: "Dempsey-Tunney
Fight," and "The Runaway Ex-
press."

Thursday.
Golf: China New Year Meeting.
Fanning.
Point to Point race for Mounted
Infantry Company, Fanning.
Cricket: United Services v.
Hong Kong, H.K.C.C. ground.
Interport Football: Eastern
China v. Southern China, Sookum-
poo, 3.30 p.m.
H.K. Hotel tea dance, 4.30 p.m.
Hotel Savoy tea dance, 4.30
p.m.
H.K. Philharmonic Society re-
hearsal (H.M.S. Pinetree), Col-
lateral Hall, 8.45 p.m.
Ladies' Night. European
Y.M.C.A., Kowloon, 9 p.m.
Queen's Theatre: "Old Clothes."
World Theatre: "Chinese Pic-
tures."
Star Theatre: "The Wife Who
Wasn't Wanted."
Principal Mails:—Inward: Europe
via C.A., Kowloon, 9 p.m.
etc., and Europe via Siberia.
(President Taft).

Friday.
Interport Football: United Ser-
vices v. Shanghai, H.K.F.C.
ground, 3 p.m.
H.K. Hotel tea dance, 4.30 p.m.
Hotel Savoy tea dance, 4.30
p.m.
Interport Football dinner, Hotel
Savoy, 8 p.m.
Queen's Theatre: "Old Clothes."
World Theatre: "Chinese Pic-
tures."
Star Theatre: "The Wife Who
Wasn't Wanted."
Principal Mails:—Inward: Europe
via C.A., Kowloon, 9 p.m.
Outward: Europe via Siberia (Patrols),
10.30 a.m.; U.S.A., Canada, etc.
Europe via Siberia, and via
Victoria (President Jackson), 3.30
p.m.

Saturday.
Golf: Final Governor's Shield.
Fanning.
Yachting: Racing Classics.
Football and Cricket: Details in
Saturday's issue.
Fanning Hunt meet Hunters'
Arms, 3 p.m.
Interport Football: China v.
Shanghai, H.K.F.C. ground, 3.30
p.m.
H.K. Hotel tea dance, 4.30 p.m.
Hotel Savoy tea dance, 4.30
p.m.
Boxing: Tournament, Theatre
Royal, 9.15 p.m.
Queen's Theatre: "Old Clothes."
World Theatre: "Chinese Pic-
tures."
Star Theatre: "The Wife Who
Wasn't Wanted."
Principal Mails:—Outward:
Europe via C.A., Kowloon, 9 p.m.
Europe via C.A., Kowloon, 9 p.m.
Europe via Siberia (Patrols),
10.30 a.m.

Sunday.
Fanning Hunt meet, Mrs. Pater-
son's bungalow, 10.30 a.m.
Golf: Junior Championship
(second round).
Social St. John's Cathedral Hall,
7 p.m.
Monday.
Shanghai Interport football team
leave on Haruna Maru.
H.K. Hotel tea dance, 4.30 p.m.
Hotel Savoy tea dance, 4.30
p.m.
Principal Mails:—Inward: Aus-
tralia and Manila (Tanda).

Tuesday.
Sanitary Board meeting, 4.15
p.m.
H.K. Hotel tea dance, 4.30 p.m.
Hotel Savoy tea dance, 4.30
p.m.
Annual meeting Hong Kong
Horticultural Society, Jardine,
Matheson's Board Room, 5.15 p.m.
Annual meeting St. Andrew's
Church, Kowloon, 8 p.m.
To Secretaries.
[Secretaries of clubs and associa-
tions, etc., are kindly requested to
forward any forthcoming events to
the Daily Press for inclusion in the
above column, which it is our en-
deavour to keep as correct and
up-to-date as possible.]

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Manager.

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Chemists and Stores



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LONDON AND SHANGHAI

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No. 1019

FROM THE CIVIL WAR AREA.

COMRADE BORODIN'S PHILOSOPHY?

MILD AND FRIENDLY TO
REUTER JOURNALIST.
TROUBLES WITH BRITISH
ONLY TRANSITORY!

Comrade Borodin, Russian Ad-
viser of the Nationalist army and
one time inmate of a British gaol,
for offences against the main-
tenance of public order, recently gave
an interview to a Reuter correspon-
dent at Hankow. He was a mild
mood—putting forward the view
that China's grudge against Eng-
land was only of transitory and
unimportant nature due to little
faults on both sides, which he, per-
sonally, much regretted.

The interview began with an in-
quiry as to why the extremist sec-
tion of the Kuomintang apparently
had singled out British for special
attack. Did this mean that it was
regarded as good tactics to deal
with the so-called Imperialistic
nations one by one and Britain had
been put first on the list, as the
country with the largest inter-
ests out here, or did it mean that
Britain was felt to be in a different
category and, if so, why?

M. Borodin leaned forward with
a smiling interruption. The answer
to these questions, he went on to
suggest, was possibly to be found in
recent history—by which he meant
such events as the Shanghai, Sha-
nghai and Nanchang incidents. For
these, he declared, no amends had
ever been made.

Asked whether the recent British
Memorandum might not reasonably
be regarded as indicating a sincere
desire on the part of the British
Government to meet the legitimate
aspirations of the Nationalists, M.
Borodin pointed out that the result
of putting the Washington surtaxes
into effect, which was the only con-
crete proposal contained in the
whole document, would be to place
large sums in the hands of the
Northern militarists.

Tribute to British Conduct at
At Hankow.

Recent events in Hankow were
touched upon, but only briefly. M.
Borodin conveying the impression
that they had resulted simply from
the force of circumstances. The
British Concession, he said, was
most unfortunately situated, geo-
graphically speaking, in that it was
surrounded by Chinese territory. It
seemed impossible for the Chinese
to move about without bumping up
against it. He warmly commended
the wisdom of the British Consul-
General in coming to an arrange-
ment with the Chinese authorities
by which bloodshed had been avoid-
ed.

Many of the handicaps which re-
cently have been the subject of
complaint by British traders here
were described by M. Borodin as
trifling and transient, pending
the establishment of the Nationalist
Government. He stated that the
recent expedition, costing between
\$50,000,000 and \$60,000,000, was
financed entirely from ordinary
sources of revenue such as consump-
tion taxes upon salt, cigarettes and
other commodities in general use
among the people.

Britisher's Little Faults.

"The trouble with your business
men," M. Borodin went on to de-
clare, "is that they don't read our
Kuomintang literature. They take
the Treaty Port newspaper with their
breakfast and then they go
out on to the racetrack. Perhaps
later on they read a book about
the Manchu dynasty. Thus they
live in a permanent atmosphere of
misconception and eventually the
old Colonial complex reasserts
itself."

Mention of the high-handed
methods of the labour unions as
being another frequent occasion of
complaint among foreign traders
drew M. Borodin in an interesting
survey of the industrial problems
confronting China at the present
day. This unrest, he said, was due
to what was after all an entirely
natural cause—the desire of the
Chinese to better his lot and to
get more out of life than he had
been getting. One of the tragedies
of Chinese industrialism was that
in its present medieval stage it
could not afford to pay a living
wage. But he thought that foreign
firms, who on the whole made hand-
some profits out here, could and
should ensure their Chinese em-
ployees a higher standard of living.

Need of Capitalism Admitted.

"In the scheme of things that
you envisage," queried the inter-
viewer, "will there be a place for
capitalism such as we know it in
the West?"

M. Borodin answered that one
of China's greatest problems was
that of under-capitalism. Condi-
tions must be dealt with as they
arose and the fact was that at the
present time the Chinese wanted
material prosperity. The farmer
scratching at the soil with medieval
implements wanted a plough and
later he would want a steam trac-
tor. During the recent journey of
the Kuomintang officials through
the provinces of Kiangsi the villagers
everywhere came to them and wan-
ted to know how they could organize
to improve their lot. After all,
(Continued on next Column).

BRITISH LOANS TO CHINA.

FOR CHINESE TO DEVELOP
INDUSTRIES.

FACTS VERSUS LYING
PROPAGANDA.

It seems worth while nailing to
the counter one of the allegations
that is used not only by Russian
but by other propagandists in the
South of China against Great Bri-
tain. The particular allegation is
unfortunate in Russian months. It
represents the British loans as a
form of Ken imposed on a helpless
China and against the interests of
China. It happens that the condi-
tions attaching to the British
loans for industrial purposes in
China differ from other loans pre-
cisely because they did not trans-
fer industrial control to British
hands.

While the Russians and Japanese
in Manchuria, the Germans in
Shanghai, and the French in Yun-
nan obtained railway concessions
and constructed, operated, and
owned the resultant railways for
their own profit, the British capital
lent to the Chinese Government
was given to help that Government
to construct, operate, and own its
railways for its own profit. It was
one of the conditions that a certain
proportion of qualified British en-
gineers should be employed, the
Chinese being themselves unquali-
fied for such work, and that repre-
sentatives of the bondholders should
control expenditure up to the
specific point of safeguarding the
service of the bonds, but the British
workers were employees of the Chi-
nese Government and the railways
were and are the property of that
Government.

Where British financial policy
deserves differentiation on the good
side it seems especially unfair and
stupid for propagandists to violate
the facts to the extent of differen-
tiating it on the other.—Peking and
Tientsin Times.

PEKING OPINION OF HANKOW INCIDENTS.

DISGUST WITH HOME
GOVERNMENT.

In circles that are usually most
opinionated there has been very
little comment here upon develop-
ments in Hankow and Kiangsi,
chiefly because they have engendered
a profound and unspoken dis-
gust, says a Peking correspondent
of the *North China Daily News*. Reuter
reports from Hankow, on behalf
of the British community there, a
total lack of confidence, presumed
here to be a lack of confidence in
their Government and their Gov-
ernment's representatives. This
feeling is not only shared here but
is strongly tinged with a sense of
shame and humiliation.

They cannot understand how any
official person or group of persons
with any experience of the Chinese
could have failed to understand the
Chinese game when the "national-
ist" authorities offered to assume
responsibility for the defence of the
settlement against a mob of their
own creation. It is all right for
heavy-eyed sentimentalists and pro-
fessional "sob-sisters" to pretend
that "nationalism" as it manifests
itself is any thing other than
Boxerism under Red inspiration
and patronage and to pretend that
a political movement founded solely
upon race hatred and fostered
by propaganda and the approach
of courtiers, but it is the duty of
officials with experience to know
better and to demonstrate that they
know better.

Chinese Pleased But Puzzled.

The impression of the Hankow in-
cident upon the local Chinese is not
altogether good or bad. The ac-
cretion of national "face" attend-
ant upon a bloodless occupation of
the British Concession has certainly
given tremendous satisfaction to
all classes, which is manifest in
every gathering; but it is still a
tentative satisfaction, for no Chi-
nese can yet persuade himself that
there is not going to be a cata-
clysmic British reaction. In
Fengtien military circles, indeed, it
is generally suspected that Great
Britain is very cleverly leading the
Reds on, giving them enough rope
to hang themselves, and that when
the sum of their crimes is deemed
sufficient to satisfy public opinion,
here and abroad, there will be a
(Continued on next Column).

there was nobody who worked
harder than the Chinese, nor got
less return for his labour in the way
of creature comforts.

The military situation was men-
tioned towards the end of the inter-
view and M. Borodin expressed
himself as being entirely confident
of the Southernners' ability to resist
the projected Northern offensive.
He admitted that from a purely
military or mechanical point of view
the Northerners might appear to
have the advantage, but this was
nothing.

"I tell you that they are as good
as defeated," he concluded drama-
tically. "History has condemned
them and all that remains now is
to bury the corpse."

SUN'S WELL DISCIPLINED TROOPS.

FRIENDLY TO FOREIGNERS.

FAVOURABLE IMPRESSION
AT TAICHOW.

It is a relief to be able to pass
in and out of the city gates
once more without being closely
scrutinized by fully armed guards,
with fixed bayonets, writes a *Y.C.*
Daily News correspondent from
Taichow, Che., on January 19th.
The soldiers have all gone north at
last except a few hospital patients.

We are, however, expecting to see
shortly another 4,000 arrive from
the south, bound north to help
General Sun. If Southern soldiers
arrive it is devoutly hoped that
they will show the same splendid
discipline and excellent behaviour
which so conspicuously marked the
soldiers who have just left us. A
foreigner could pass freely amongst
them without fear of being molested
or interfered with in any way.
Whilst some did not appear to be
very genial, others were decidedly
friendly. They showed no disposi-
tion to bully shopkeepers, and what
they took they paid a fair price for.
Of course our chief magistrate had
made splendid preparations for their
reception and comfort and
paid something like \$30,000 to their
General.

Tin-tie More Unfortunate.

It probably meant this or the loss
of his head. Tin-tie, their next
stopping point, did not fare so
well. The soldiers who shot the salt
guards, made their way up to Tin-
tie, seized and bound the chief
magistrate, forced him to pay
\$3,000 and looted some of the shops.
They then withdrew into the upper
regions of Tin-tie mountain. When
this same magistrate heard of the
approach of 1,000 soldiers, it was
too much for his nerves, as well as
his pocket, so he promptly bolted.
The soldiers on arrival found no
magistrate and no provision made
for their reception, so helped them-
selves.

No Appearance of Defeated Men.

Before they reached Taichow we
were told they were fugitives who
had been defeated in Fukien.
When they arrived here, between
10,000 and 20,000 all told, instead
of from 700 to 1,000, they had none
of the appearance of fugitive,
defeated men. They were on the con-
trary a fine well set up, healthy
body of troops. Their soldiery
bearing and equipment were as-
tonishing.

The one fault we have to find with
them is the heartless way they
pressed men into their service as
burden bearers. Some of the coun-
tymen came into the city with big
loads of wood, expecting to do good
business. To their horror they
were made to put down their
loads and enter the service of the
soldiers. The General told someone
he had offered coolies 50 cents a day
and as they refused to come, and
his munitions, etc., had to be car-
ried, he had no option but to force
them to carry them. Now our chief
danger is from brigands, but of
that I hope to write later on.

CHINESE ACTORS EXECUTED.

PROPAGATION OF RED
DOCTRINE.

Advices from Tientsin state that
Liu Han Chen and Kao San Kuan,
were executed on the night of
January 18th at the office of the
chief of the military under orders
from General Chu Yu Fu. Both
were quite well known actors and
were arrested in Peking about a
week previously while they were
about to perform in the local Hsin
Ming Theatre. They were im-
mediately taken to Tientsin under
a heavy armed escort.

According to the *Shun Tien Shih
Pao*, the two actors were guilty of
immoral conduct, but the *Ta
Kung Pao* of Tientsin reports that
the proclamation issued by T'upan
Chia states that they were con-
demned to death because they used
the stage for the propagation of
the red doctrine.

heavy accounting. Many foreigners
share this belief in the ultimate
outcome, but few if any can con-
vince themselves that the British
Foreign Office is subtle enough or
has sufficient understanding of the
situation to plan and execute such
a scheme.

It would seem that there was
nothing in the whole Hankow de-
bacle which grieves this British
community so much as the fact that
British gunboats lay at the hulks
and looked on. It is useless to
argue that neither the Captains nor
Admirals are free to act in such
an emergency unless the Consul de-
cides that it is an emergency, and
that when the Consul decides that
an emergency no longer exists and
that the Navy is not needed, Naval
officers cease to have any authority
on shore. This does not serve as an
apology but only as an incentive
to further vituperative language,
while the mild folk profess to feel
sorry for the Naval men who had
to stand idle while Chinese soldiery
look over the concession and then
admitted the rabble.



Fit in the morning Fresh all day

"The results of diminished nerve-force
comprise headache, loss of sleep, indi-
gestion, easily induced fatigue, disin-
clination for bodily or mental exertion,
loss of memory and a lack of vigour in
all physical functions. To overcome
these conditions science has produced
Sanatogen. The gain through its aid
is permanent; it builds up, fortifies and
strengthens because it is a real cell food."

These are the words of DR. CLAUDE L. WHEELER,
the well-known scientist. They prove what
Sanatogen will do for you. And remember that
DR. WHEELER is only one of 24,000 physicians
who tried Sanatogen and wrote to the makers
about the splendid results obtained.

A tonic, the value of which has been proved so
often and so clearly, is surely worth while trying.

Start taking Sanatogen to-day and see how it will
revitalize you, how it will overcome that debility
and listlessness, how it will give you sound
sleep at night and healthy energy in the day.

At all
Sanatogen
The True Tonic-Food.

British Shoes by Post

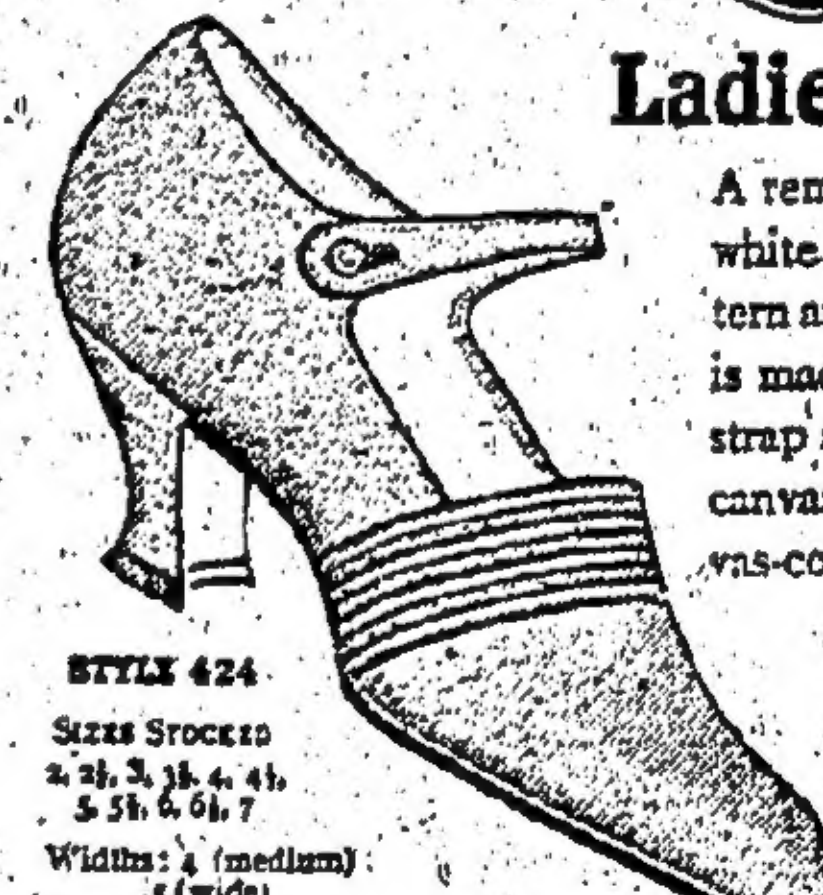
Write to Barratt's of Northampton for stylish footwear. Direct from
the designers, the styles are in front of English fashion, whilst direct-by-
mail purchase enables you to buy at the factory prices. The customer,
thus, directly benefits by saving middlemen's charges.



Ladies' Smart Patent Shoe

The distinctive design and fine modelling
lift this shoe far above the commonplace.
Note the split single bar and graceful lines
of the upper. The stylish Louis heel,
light but tough English leather sole and
neat medium toe all combine in one
of the best shoes you can have for
promenade wear.

FACTORY
PRICE ... \$10
POSTAGE \$0.90



Ladies' Canvas Shoe

A remarkably attractive and well-made
white shoe. It is the new Sabot pat-
tern and the novel strapping on forepart
is made of white kid. The upper and
strap are correctly cut from best white
canvas and the smart heel is also can-
vas-covered. Nicely finished solid
leather sole. Best value ob-
tainable.

FACTORY
PRICE ... \$4
POSTAGE \$0.90

Read how to Order by Post. Please mention style number and
the size and width you want. If
you don't know size and width sit down, place stocking foot on paper and run
upright lead pencil round. The footshape outline will enable us to fit you per-
fectly. Enclose cheque or money order for the price stated and postage. (If two
pairs are ordered together postage is only \$1.70 inclusive). With Cash on Delivery
orders \$4 deposit is required only. Satisfaction or money back is un-
reservedly guaranteed. Post order direct to

W. Barratt & Co. Ltd.

281 Footshape Works, Northampton, England

Write for beautifully illustrated catalogue
of "Footshapers for all the Family."

OVER HALF A CENTURY'S REPUTATION FOR THE
DR. LECLERC'S PILLS FOR THE
TREATMENT OF ALL THE COMMON DYSPEPTIC
DISEASES, such as Indigestion, Flatulence, Heartburn,
Stomachic, Colic, Constipation, etc. Each Box 2/6.
Dr. Leclerc's Pills, 10, Abchurch Lane, London, E.C. 4.
DR. LECLERC'S PILLS FOR THE
TREATMENT OF ALL THE COMMON DYSPEPTIC
DISEASES, such as Indigestion, Flatulence, Heartburn,
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Dr. Leclerc's Pills, 10, Abchurch Lane, London, E.C. 4.

ON SALE
BOUND VOLUMES of the HONG
KONG WEEKLY PRESS,
January to June, 1926.

With Index, Price—\$7.50.
On sale at the HONG KONG DAILY
PRESS Office.

ANCHOR BRAND PURE MANILA ROPE.

"THE CORDAGE YOU CAN TRUST."

MARINE ROPE ESTABLISHED 1854 ROPES OF ALL SIZES FOR ALL PURPOSES

TRANSMISSION OF POWER ROPE

CABLE LAIN HAWSEERS

WELL DRILLING CABLES

YINCHAUSTI ROPE FACTORY

MADE FROM PURE MANILA HEMP

MANUFACTURED BY THE MOST MODERN MACHINERY.

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HONG KONG OFFICE: KING'S BUILDING.
TELEPHONE: CENTRAL 3165. [A.P.R.]

NOTICE.

NOTICE is hereby given that for **FOUR** days during **CHINESE NEW YEAR HOLIDAY** (from Feb. 2 to Feb. 5 inclusive) this **COMPANY** will be closed to business. Patrons are requested to send in their February orders before the end of January.

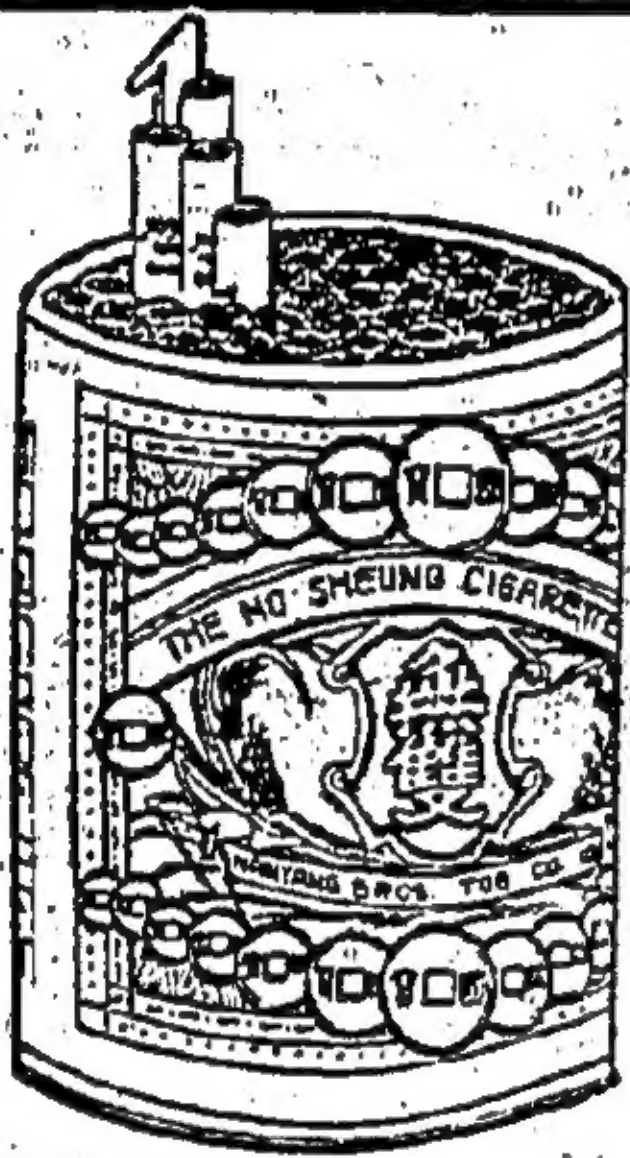
THE WING ON CO., LTD.
January 28th, 1927.

ASK FOR MO SHEUNG CIGARETTES.

They have rapidly come into favour with discriminating smokers owing to their delightful flavour and aroma.

Only well-matured Virginian tobacco used.
On sale at all tobacconists.

NANYANG BROS. TOBACCO CO.
[215]



PERFUMES



RIGAUD, 16 Rue de la Paix, PARIS

AGENTS:
VICENTE ATIENZA & CO.
No. 54, NATHAN ROAD, KOWLOON.
TEL. K. 155.

WU'S POSITION IN HONAN.

NOT SO BLACK AS PAINTED.
CHIN YUN-PENG LOOKING FOR TROUBLE.

The situation in Honan continues to be somewhat obscure, says a message from Peking dated January 23rd, to those who try to follow it from Peking.

Well-informed travellers, however, who have just returned from that Province, state that things are not so black for Marshal Wu Pei Fu as they have been painted in some quarters. They allege that certain politicians opposed to Marshal Wu both in Honan and in Peking and Tientsin are representing that his cause is hopeless when such is not the case. It is pointed out that Marshal Wu "put a spoke in the wheel" of General Chin Yun Peng just as there was a chance for him to assume the Premiership by dismissing his brother from his command in Honan; and it is alleged that in return General Chin Yun Peng is trying to cause dissension between Marshal Wu and Marshal Chang Tiao Lin, by representing that the former's cause is lost.

The latest reports from the Province are to the effect that General Kuo Ying Chieh and other supporters of Marshal Wu still hold Yencheng but that they are not attempting to advance southwards towards Hsiping, while the troops of General Chin Yun Ao are also said to be remaining in their present positions.

Wu's Army 300,000.
The situation in Honan is one that should be carefully watched. It is a very poor province and is at present supporting about 300,000 troops, excluding any "invaders" from Hupeh or Shensi. Wu Pei Fu is unquestionably short of money to pay his men and many are considerably behind in their pay.

They must therefore soon have an outlet somewhere. Either they must overcome General Chin Yun Ao's opposition and then advance against Hankow or else a large part of them may go over to the Kuomintang and Kuomintang, link up with Marshal Feng's troops and advance towards Peking.

There seems no doubt that this large army, if it were willing to fight, could overcome the Southerners and retake Hankow. But there is a possibility that they may decide to eliminate Marshal Wu and then drive northwards instead of southwards.

Marshal Chang Tiao Lin is stated to have postponed his departure from Peking till after the Chinese New Year. The situation in Honan is given as the reason.

**H.K. AND K. WHARF AND
GODOWN COMPANY.**
LAST YEAR'S PROFIT.

Subject to Audit, the Hong Kong and Kowloon Wharf and Godown Co., Ltd. report that the balance at Profit and Loss Account, for the year ended 31st December, 1926, is \$481,543.12, which together with \$331,190.56 brought forward from the previous year makes a total of \$812,733.68 available for appropriation.

The Directors will, at the approaching meeting of Shareholders, recommend the following distribution:

To pay a dividend of
\$6.00 per share \$480,000.00
To carry forward 332,733.68
\$812,733.68

**HONG KONG TRAMWAYS,
LIMITED, DIVIDEND.**
ACCOUNTS FOR 1926.

The Directors recommended a Final Dividend of 80 cents per share payable after the date of the forthcoming Ordinary Yearly General Meeting of the company which will be announced in due course. This makes a total dividend for the year of \$1.10 per share and subject to audit leaves to be carried forward in the accounts a sum of \$247,583.54.

"CAPSTAN" UP AGAIN.
LOCAL TOBACCONISTS
INCREASE PRICES.

The price of "Capstan" Navy Cut Tobacco and Cigarettes has again been increased. A quarter pound tin of the tobacco now costs \$1.40, against \$1.30 last month. Previously the price was \$1.25. The price of the cigarettes has also slightly increased.

The increase has been made by the local retailers in view of the wholesale price having been raised by the B.A.T.

During the year £2,800,000 was deposited in Glasgow Savings Bank.

THE GERMAN ITALIAN TREATY.

BUILDING UP PEACE IN
EUROPE.
TREATY WELL RECEIVED IN
FRANCE.

The following comments are now to hand, of the recently signed Treaty of Conciliation and Arbitration between Germany and Italy. The Italian Press naturally un-animously approves the treaty, which is described as closing the book of the war and opening a new page in the relations between Italy and Germany, says the Paris correspondent of the *Daily Telegraph*. Some exception is taken in certain diplomatic quarters to the fact that the treaty is not styled one of Amity and Arbitration, like those hitherto contracted by Italy, but is called a Treaty of Conciliation and Arbitration, as if the word "amity" were purposely avoided. It is also said that the term used is only the current diplomatic word for all treaties between countries that have been at war, and which usually begin by specifying that the treaty is one of peace and reconciliation.

These criticisms, however, seem rather captious, as, although the word "amity" is omitted, it can be pointed out that the term "conciliation" is evidently given a wider sense than usual, inasmuch as it provides for the settlement of all conflicts, in the first instance by the appointment of a Permanent Commission.

French Opinion.
Well-informed French quarters have all along viewed calmly the negotiations for an arbitration treaty between Italy and Germany, and this attitude is held to be fully justified by the terms of the agreement as now known. Commenting upon the treaty, the *Temps* says that it can only be a subject for congratulation that Italy and Germany should fix their relations upon a normal basis. An Italian-German treaty having definite political aims would be quite another matter, but inasmuch as any thing in this nature is absent from the documents signed yesterday, the latter can only be considered as a diplomatic instrument of a kind to serve usefully the cause of general peace.

Herr Stresemann's Pact.
The Diplomatic correspondent of the *Daily Telegraph* writes:—

The difference of tone between the German and the Italian newspapers in their references to the new Italian-German Treaty of Arbitration and Conciliation is generally noticed. The former incline to attenuate and the latter to emphasise the political importance of the Treaty. The difference, however, is less marked when the German Nationalist Press, as against the German Press of the Left (ever violently hostile to Fascism as such) is adequately taken into account. Moreover, may suit the book of official Berlin, on account of the susceptibilities of third parties, to lend colour to the notion that the entire initiative in the matter was Italy's, which is not strictly in conformity with the facts.

Herr Stresemann was always anxious that the Treaty should be signed without undue solemnity and celebration. His temporary removal from office has provided an admirable technical pretext for its signature by a German Ambassador only, and spared him the danger of arousing any diplomatic doubts by an intimate personal conference with Il Duce.

The Treaty is certainly unexceptionable in its scope, and is in strict conformity with the League Covenant, and its specified regard for Italy's rights and obligations as a guarantor of the Locarno Pact.

A Useful Treaty.
Where the new Treaty may be particularly valuable is in relation to any delicate question concerning German-speaking populations not under German rule, or the Austro-German Anschluss, or to any future and conflicting Colonial or Mandatory claims. It should certainly facilitate the regrowth of Italo-German friendship and collaboration, and might expand politically in course of time, when the present European conditions had altered after ten years. It is clear from the text of the Treaty that both Italy and Germany prefer arbitration by a judicial body like The Hague Court to arbitration by the politicians of the League Council. This is their right under the Covenant.

**ENGLAND AND SPANISH
CUSTOMS DUTIES.**

On representations by the British Government, Spain has consented to certain reductions in her Customs duties on British goods pending the conclusion of a new commercial treaty between the two countries. The present treaty expires at the end of April, and negotiations for a new one are now in progress. The effect of the concession granted by Spain is that the consolidated duties payable on French goods under the recently revised Franco-Spanish Commercial Treaty will also be applicable to British goods until the end of April.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

February 1st, 1927.

| | |
|--------------------------------|--------------|
| R. K. Bank | \$1.100 nom. |
| London | 21.18 nom. |
| Chartered Bank | 23.1 nom. |
| Maritime Bank A & S | 23.1 nom. |
| Do. | 23.1 nom. |
| P. & O. Bank | 23.1 nom. |
| East Asia Bank | 23.1 nom. |
| Union Insurance | 23.1 nom. |
| China Underwriters | 23.1 nom. |
| North China Ins. | 23.1 nom. |
| Union Insurance | 23.1 nom. |
| Yangtze Insurance | 23.1 nom. |
| China Fire Insurance | 23.1 nom. |
| Hong Kong Fire Ins. | 23.1 nom. |
| Douglas | 23.1 nom. |
| Steamships | 23.1 nom. |
| Hong Kong Tugs | 23.1 nom. |
| Indo-China (Prod.) | 23.1 nom. |
| Do. (Def.) | 23.1 nom. |
| Shell Transport | 23.1 nom. |
| Star Line | 23.1 nom. |
| Waterboats | 23.1 nom. |
| China Sugar | 23.1 nom. |
| Malacca Sugar | 23.1 nom. |
| Benagani | 23.1 nom. |
| Kuala Lumpur | 23.1 nom. |
| Langkat (combined) | 23.1 nom. |
| Do. (single) | 23.1 nom. |
| S'hai Explorations | 23.1 nom. |
| Shanghai Loans | 23.1 nom. |
| Railways | 23.1 nom. |
| South China | 23.1 nom. |
| United China | 23.1 nom. |
| H. K. & W. Wharf | 23.1 nom. |
| H. K. & W. Docks | 23.1 nom. |
| Hongkong | 23.1 nom. |
| New Engineering | 23.1 nom. |
| Shanghai Docks | 23.1 nom. |
| H. K. & S. Hotels | 23.1 nom. |
| H. K. Lands | 23.1 nom. |
| Hong Kong Realty | 23.1 nom. |
| H. K. Telephone | 23.1 nom. |
| Humphreys & B. & L. | 23.1 nom. |
| Prince's Buildings | 23.1 nom. |
| Rural Lands | 23.1 nom. |
| Ewo Cottons | 23.1 nom. |
| Oriental | 23.1 nom. |
| Shanghai Cottons (old) | 23.1 nom. |
| Do. (new) | 23.1 nom. |
| China Times | 23.1 nom. |
| H. K. Tramways | 23.1 nom. |
| Peak Tram (old) | 23.1 nom. |
| Do. (new) | 23.1 nom. |
| Singapore Tractions | 23.1 nom. |
| Taxis | 23.1 nom. |
| Amusements | 23.1 nom. |
| Canton Loan | 23.1 nom. |
| Cementa (combined) | 23.1 nom. |
| Do. (old) | 23.1 nom. |
| Do. (new) | 23.1 nom. |
| China Light & Comb. | 23.1 nom. |
| Do. (old) | 23.1 nom. |
| Do. (new) | 23.1 nom. |
| China Provident | 23.1 nom. |
| Constructions | 23.1 nom. |
| Dairy Farms | 23.1 nom. |
| Hong Kong Electric | 23.1 nom. |
| Macao Electric | 23.1 nom. |
| H. K. Ropes (old) | 23.1 nom. |
| Do. (new) | 23.1 nom. |
| Lane Crawford | 23.1 nom. |
| Mackintosh | 23.1 nom. |
| Succores | 23.1 nom. |
| United Assurance | 23.1 nom. |
| Waters (old) | 23.1 nom. |
| Wm. Powell | 23.1 nom. |
| Telephones | 23.1 nom. |
| buyers; sel.-sellers; as-named | nom-nominal |

EXCHANGE.

OPENING QUOTATIONS.

February 1st, 1927.

| | |
|-----------------------------------|-----------|
| On LONDON. | |
| Telegraphic Transfer | 2/0 |
| Bank Bills, on demand | 2/0 12/16 |
| Bank Bills, at 30 days sight | — |
| Bank Bills, at 4 months sight | — |
| Credit, at 4 months sight | 2/1 13/16 |
| Documentary Bills, 4 months sight | 2/1 15/16 |
| On PARIS. | |
| Bank Bills, on demand | 1270 |
| Credit, 4 months sight | 1370 |
| On NEW YORK. | |
| Bank Bills, on demand | 50 |
| Credit, at 60 days sight | 50 |
| On BOMBAY. | |
| Telegraphic Transfer | 137 |
| Bank Bills, on demand | 137 |
| On CALCUTTA. | |
| Telegraphic Transfer | 137 |
| Bank Bills, on demand | 137 |
| On SHANGHAI. | |
| Bank Bills, at sight | nom. |
| Private, 30 days sight | nom. |
| On YOKOHAMA. | |
| On demand | 100 |
| On MANILA. | |
| On demand | 100 |
| On SINGAPORE. | |
| On demand | 125 |
| On BATAVIA. | |
| On demand | nom. |
| On HANKOW. | |
| On demand | nom. |
| On HONGKONG. | |
| On demand | nom. |
| On SHANGHAI. | |
| On demand | nom. |
| Gold Loan, 100 fine, per ton | 27 9/16 |
| Rail Silver, per oz. | 27 9/16 |

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, January 31st.

| | |
|------------------|----------|
| Paris | 123.10 |
| Brussels | 24.88 |
| Amsterdam | 12.14 |
| Berlin | 20.47 |
| Copenhagen | 18.21 |
| Vienna | 24.39 |
| Helsinki | 19.21 |
| Lisbon | 21.7/82 |
| Rio | 5 |
| Bombay | 1/8 1/16 |
| New York | 4.85 |
| Geneva | 25.21 |
| Milan | 113 |
| Stockholm | 15.18 |
| Cairo | 13.75 |
| Prague | 13.75 |
| Madrid | 23.97 |
| Athens | 36.4 |
| Buenos Aires | 48 15/32 |
| Shanghai | 2/8 |
| Yokohama | 2/0 3/16 |
| Hong Kong | 2/0 1/4 |
| Silver (spot) | 27 8/10 |
| Silver (forward) | 27 8/10 |

QUEEN'S

TO-DAY, at 2.30, 5.10, 7.15, 9.20.

BUSTER KEATON

GO WEST.

TO-MORROW ALL SHOWS

JACKIE COOGAN

OLD CLOTHES.

CHINESE PICTURES AT THE WORLD

STAR

TO-DAY!

TO-DAY!

Absolutely Final Showing
in South China of

**THE DEMPSEY-TUNNEY
FIGHT**

STARTING TO-MORROW.

IRENE RICH

in
**THE WIFE WHO WASN'T
WANTED.**

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PANTO' TO-DAY.

"LITTLE RED RIDING HOOD."

Residents are reminded that "Little Red Riding Hood," the delightful pantomime presented by the "Little Mimmers" and others at the Theatre Royal on Saturday night, will be repeated at a matinee performance this afternoon at the Theatre Royal. The performance starts at 5.15 p.m., and will finish in time for members of the audience to secure their dinner at the usual hour.

The performance, as on the previous occasion, will be on behalf of Dr. Barnardo's Home. This is an institution which needs no further praise. A deserving cause of this kind should certainly receive whole-hearted support, and apart from that the pantomime is one of the best entertainments staged in Hong Kong by amateurs for a very long time. Although mainly carried through by children, it is enjoyable from start to finish, with those inimitable touches of humour which only children can unconsciously and successfully introduce. We hope that there will be a much larger audience present to-day than there was on Saturday night.

SQUASH RACQUETS.

[THROUGH AMERICAN SERVICE.]

WASHINGTON, February 1st.
The British Squash Racquets team defeated Washington Racquets Club by 6 matches to nil.

BOXING.

[REUTER'S AMERICAN SERVICE.]

New York, February 1st.
It is reported that Fidel La Barba is matched to fight Ted Baldock of London in May. \$15,000 have been guaranteed by the American, whose title is not at stake.

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HONG KONG.

"SUNNING" PIRACY COMMISSION.

CORRESPONDENCE BETWEEN OFFICERS' GUILD AND COLONIAL SECRETARY'S OFFICE.

GUILDS NOT TO ATTEND PROCEEDINGS.

We have received for publication the following correspondence between the China Coast Officers' Guild and Marine Engineers' Guild of China on the one hand and the Colonial Secretary's Office on the other, with regard to the application of the two guilds for their representatives to attend the proceedings of the Commission of Inquiry into the Sunning Piracy.

The Guilds asked that their accredited representatives should attend the proceedings of the Sunning Piracy Commission, in a watching capacity, and under such reasonable restrictions as H.E. the Governor might impose.

The Colonial Secretary's Office replied that the request could not be granted.

The public, it will be remembered, are not admitted to the Commission's proceedings.

COMMISSION OF INQUIRY S.S. "SUNNING"

China Coast Officers' Guild and Marine Engineers' Guild of China, Hong Kong, 29th Nov., 1926. The Honourable the Colonial Secretary, Hong Kong.

Sir,—We have the honour respectfully to request to be informed whether it is intended, by the words "that the examination of witnesses shall be conducted in private," that we, as the accredited representatives in Hong Kong of the Mercantile Marine Officers and Engineers on the China Coast, will not be permitted to be present and, if that is the intention, whether it may not yet be made permissible for us to be admitted.

We would with the utmost deference point out that, at a Meeting, held at the Colonial Office, London, on the 10th July, 1924, to discuss measures for dealing with piracy in waters adjacent to the Colony of Hong Kong, the Hon. Mr. A. G. M. Fletcher, C.M.G., C.B.E., Assistant Colonial Secretary, Hong Kong, said—

"He was speaking on behalf of His Majesty's Government in saying that Government would be most willing to agree that Officers and Engineers should be given full opportunity of being represented in connection with the consideration of any matter affecting their interests or well-being."

It was agreed that the Hong Kong Government should be invited to give an assurance to this effect.

That the assurance was given is evident by the appointment of Lt.-Com. T. T. LAURENSEN, D.S.O., R.N.R., to represent these Guilds on the Piracy Commission which sat in Hong Kong in December, '24, and which reported to the Governor in January, '25.

It is not suggested that either of us should act in any official capacity, but merely be considered as holding a watching brief for our members and, it is submitted that, where such grave issues concerning them are at stake, no miscarriage of justice can ensue from our presence, but, on the contrary, a sense of security will be felt by them in what is, perhaps, the most trying part of the ordeal through which they are passing.

We think our *bona fides* are clearly apparent and, further, we are ready to submit to any reasonable conditions His Excellency may deem necessary to impose.

We should esteem it a favour if this request be submitted to His Excellency and his views communicated to us with the least possible delay.—We have the honour to be, Sir, Your obedient servants,

(Sgd.) T. T. LAURENSEN, Branch Sec., China Coast Officers' Guild.
(Sgd.) W. J. STOKES, Branch Sec., Marine Engineers' Guild of China.

Colonial Office Reply.

Colonial Secretary's Office, Hong Kong, 13th December, 1926.

Gentlemen,—With reference to your letter of 29th November, 1926, I am directed to inform you that the Government has given careful consideration to your request but is of opinion that it is in the best interests of all concerned that the proceedings of the Commission shall be conducted in private. A master mariner with experience of the China coast has been added to the Commission, and full opportunity will be afforded to your Guilds to place their views before the Commission, in writing and orally.—I am, Gentlemen, Your obedient servant,

(Sgd.) E. W. HAMILTON, For Colonial Secretary.
(Continued on next column).

FOOTBALL.

TO-DAY AT 3.30 P.M.

HONG KONG FOOTBALL CLUB GROUND.

Shanghai v. Hong Kong.

The teams:—

SHANGHAI:—(White shirts and blue shorts)—Tetstall; J. B. Brown and Lau Kau; Hurry, Gash and Price; Baxter, Collico, Marcal, Lai, Wai Tong and Chen.

HONG KONG:—(Blue shirts and white shorts)—Clarke; Wynne and Bishop; Hudson, Simms and Lam Yuk Ying; Tao Kwai Sing; Suen Kum Shan, Gosamo, McGlinchey and Brown.

Referee: Mr. Baldwin. Linesmen: Dawes and Phillips.

The pipe band of the 2nd King's Own Scottish Borderers will play selections on the ground from 2.30 p.m. to 3.30 p.m.

The interport cup, presented by the Hong Kong Telegraph will be on view. The present holders are Shanghai. The winners hold the cup for one year.

The game will be of ninety minutes duration.

In the event of a draw, the replay will take place to-morrow (Thursday), same time and ground.

All seats are booked, therefore, admission will be by ticket only. A large crowd is expected.

In the evening at 9 o'clock, a dance will be held at Lane, Crawford, Ltd. The Melodians Orchestra will provide the music.

Also to-morrow there will be the first of the series of matches in connection with the visit of the Eastern China Interport team. This match will be between the visitors and South China at Soopunko at 3.30 p.m.

On Friday the Shanghai Interport team play the United Services at Happy Valley at 4 p.m. The pipe band of the K.O.S.B.'s will also be present on this occasion.

On Saturday a Chinese team play against Shanghai at 3.30 p.m., and in the evening the Shanghai team attend the Boxing Tournament at the City Hall.

On Sunday they make the trip to Macao, with the Melodians Orchestra on board, and on Monday leave again for Shanghai on the Harana Maru.

Request Again Urged.

China Coast Officers' Guild and Marine Engineers' Guild of China, Hong Kong, 5th Jan., 1927.

The Hon. the Colonial Secretary,

Sir,—We have the honour again respectfully to submit for the reconsideration of H.E. the Governor, that, in the interests of the Mercantile Marine Officers on the China Coast and the Merchant Service generally, we, their accredited representatives in Hong Kong, may be permitted to be present as listeners only, at the sittings of the above Commission and that the decision conveyed in your letter of the 13th December, 1926, to these Guilds be altered to allow of this privilege being extended to us.

(Sgd.) T. T. LAURENSEN, (Sgd.) W. J. STOKES, Branch Secretaries.

15th January, 1927.

The Hon. the Colonial Secretary, Hong Kong.

Sir,—We have the honour to direct your attention to our letter of the 5th January, 1927, and respectfully request that a reply be given without further delay.

(Sgd.) T. T. LAURENSEN, (Sgd.) W. J. STOKES, Branch Secretaries.

Government Decision Adhered To.

Colonial Secretary's Office, Hong Kong, 21st January, 1927.

Gentlemen,—With reference to your letters of 5th and 15th January, 1927, I am directed to inform you that the Government does not feel able to alter its decision conveyed to you in letter of 23rd December, 1926.

(Sgd.) H. R. BURNIS, For Colonial Secretary.

The Hon. the Colonial Secretary, Hong Kong.

Sir,—We thank you for your letter of the 21st inst. and note that the Government does not feel able to alter its decision as conveyed to us by letter of the 13th December, 1926.

(Sgd.) T. T. LAURENSEN, (Sgd.) W. J. STOKES, Branch Secretaries.

Hong Kong, 28th Jan., 1927.

Correspondence Sent to the Press.

The Hon. the Colonial Secretary, Hong Kong.

Sir,—We have now received instructions from our Management Committee to send the correspondence between yourself and these Guilds to the Press to which we assume you will raise no objection.

T. T. LAURENSEN, W. J. STOKES, Branch Secretaries.

GOLF.

ROYAL HONG KONG GOLF CLUB.

Starting Time For Wednesday, February 2nd.

9.25 a.m. W. Ironside, J. S. McLaren.

9.32 " Sir J. H. Kemp, E. R. Hallifax.

9.38 " G. W. Sellars, J. P. Sherry.

9.40 " A. S. D. Cousland, F. Austin.

9.41 " C. D. Johnson, I. W. Shewan.

9.43 " H. U. Ireland, W. L. Dunbar.

9.52 " J. W. Alabaster, W. C. Shiner.

9.56 " A. E. Lissaman, N. K. Littlejohn.

10.00 " H. G. Howard, D. M. Goodall.

10.04 " A. W. Hodges, E. P. Fletcher.

10.08 " D. E. Pendered, A. B. Raworth.

10.12 " F. B. Jones, T. L. Christie.

10.16 " J. L. McPherson, J. H. Wallace.

10.20 " D. B. Peat, R. W. Lee.

10.24 " B. L. G. Sebastian, W. D. Brown.

10.28 " G. Aubrey, L. R. Andrews.

10.32 " T. Ramsay, C. D. Lambert.

10.36 " E. H. Edie, E. M. Muir.

10.40 " H. L. Carson, W. Bryden.

10.44 " K. Mackenzie, H. R. Cleland.

10.48 " Capt. Bloxham, D. G. Bruce.

10.52 " W. A. Butterfield, W. Lyons.

10.56 " A. Forbes, G. Davidson.

11.00 " T. C. Monaghan, C. Thwaites.

11.04 " G. Layton, R. E. Green-smith.

11.08 " A. Morley, J. F. Kennedy.

11.12 " A. D. Humphreys, A. Leach.

11.16 " G. Murray, L. G. S. Dodwell.

11.20 " T. Low, K. S. Robertson.

11.24 " C. J. Waddell, A. Nicoll.

Thursday, February 2nd.

9.25 a.m. W. Boveridge, R. W. Lee.

9.32 " A. H. Ferguson, V. Grayburn.

9.36 " W. C. Bonnar, E. R. Hallifax.

9.40 " D. B. Peat, C. D. Mead.

9.44 " P. A. Cox, D. M. Goodall.

9.48 " A. D. Humphreys, F. B. Jones.

9.52 " H. U. Ireland, T. S. Whyte-Smith.

9.56 " C. B. Johnson, A. B. Raworth.

10.00 " J. W. Alabaster, D. Blake.

10.04 " P. P. J. Wodehouse, J. S. McLaren.

10.08 " N. K. Littlejohn, W. L. Alexander.

10.12 " A. E. Lissaman, H. R. Cleland.

10.16 " N. M. Currie, W. A. Stewart.

10.20 " N. L. Smith, L. R. Andrews.

10.24 " T. Low, D. S. Edwards.

10.28 " I. Geare, I. W. Shewan.

10.32 " A. B. Purves, F. A. Redmond.

10.36 " A. W. Hodges, G. C. Feltham.

10.40 " F. H. Crapnell, E. D. Matthews.

10.44 " E. Grimbly, H. G. Sheldon.

10.48 " A. A. Green, R. P. Moodie.

U.S.A. GOLF.

SCOTSMAN WINS THE TEXAS OPEN CHAMPIONSHIP.

[THROUGH AMERICAN SERVICE.]

SAN ANTONIO, January 31st.

Bobby Cruickshank, of the Progress Club, and the Scottish amateur champion, has won the Texas Golf Championship and \$1,500 with a score of 292 for 72 holes.

CRICKET.

HOLIDAY MATCHES.

There are no League matches during the Chinese New Year holiday, to-day and to-morrow, but a number of "friendly" have been arranged.

The full list as follows:—

To-day.

Hong Kong C.C. v. United Services, 2 days' match, at the H.K.C.C. ground, commencing at 1 p.m.

Kowloon C.C. Inter-Members, whole day match.

To-morrow.

Hong Kong C.C. v. United Services, 2 days' match, at the H.K.C.C. ground, commencing at 1 p.m.

Civil Service C.C. v. Indian R.C. Cnavigators v. Hong Kong Electric Co.

Hong Kong C.C. and XI v. University 2nd XI.

This League match takes place on Saturday, February 5th, at 2.15 p.m. on the University ground.

H.K.C.C. v. P. Jacks, H. C. Burgess, C. P. Lammer, A. K. Mackenzie, F. T. Orr, J. N. Owen, L. P. Ralph, H. E. Standage, H. J. Stevenson, J. A. Summers, and C. D. Wales.

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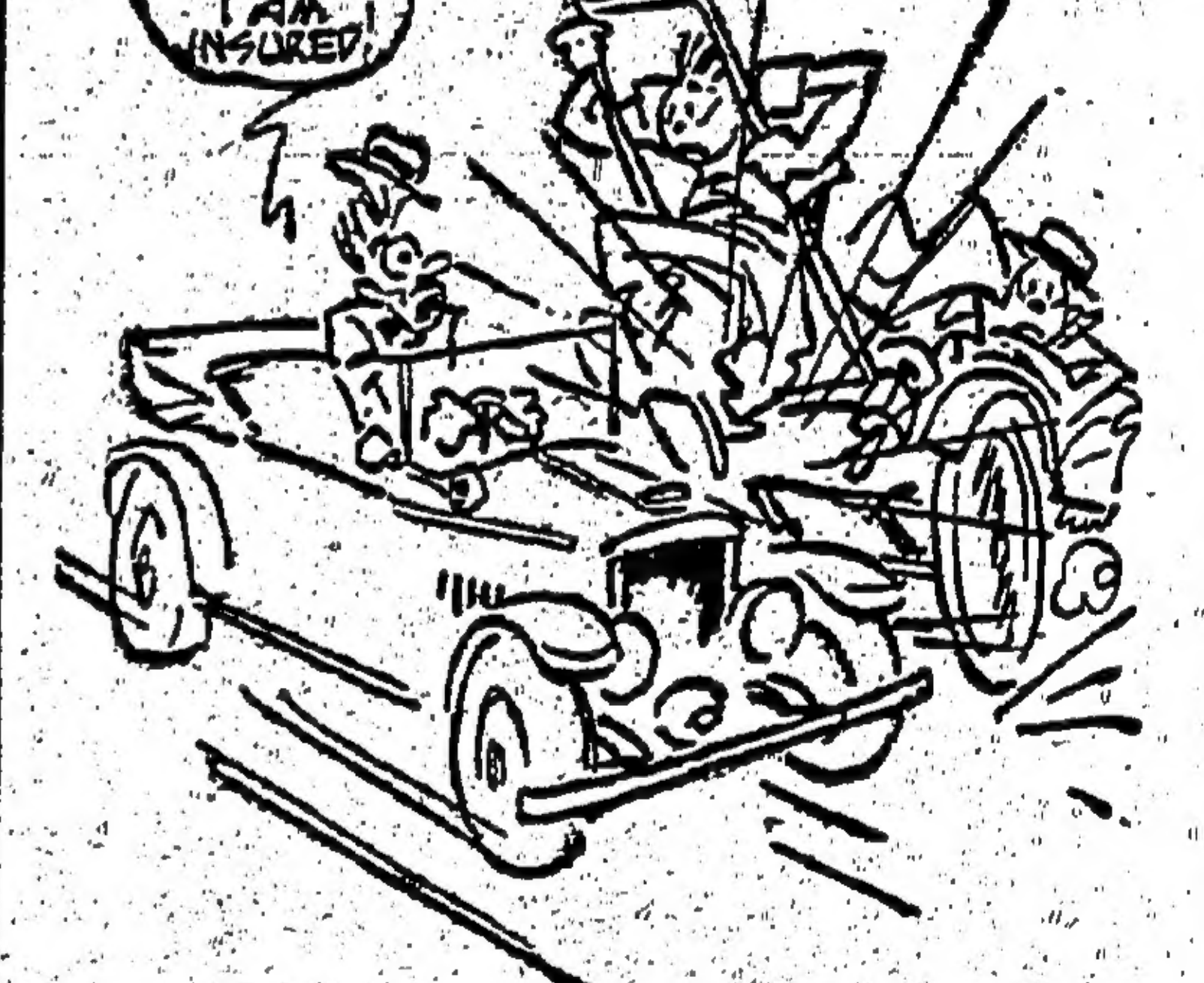
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(L.P.E.)

HOME FOOTBALL.

ENGLISH CUP DRAW: FIFTH ROUND.

[THROUGH REUTER'S AGENCY.]

LONDON, January 31st.

The draw for the fifth round of the English Cup, the matches in which are to be played on February 19th, resulted as follows:

Wolves v. Hull or Everton.

Chelsea v. Burnley.

Port Vale or Arsenal v. Liverpool.

Leeds or Bolton v. Cardiff.

Southampton v. Newcastle.

Millwall v. Middlesbrough.

Reading v. West Ham or Brentford.

Wednesday or South Shields v. Swansea.

LEAGUE MATCHES.

LONDON, January 31st.

In the First Division of the English League, Aston Villa and Cardiff played a goal-less draw.

In the Third Division of the English League (South), Charlton beat Merthyr by 3 goals to 2.

SUMMARY OF SPORT.

THE HOLIDAY EVENTS.

In addition to the Interport Football matches during the holiday, referred to in another column, there will also be a number of cricket matches, the principal fixture being the match between the United Services and Hong Kong.

Then there is an interesting China New Year Meeting programme arranged for golfers at Fauling, details of which have previously appeared.

There is the Point-to-Point race for the Mounted Infantry Company of the Hong Kong Volunteer Defence Corps to-morrow, of which particulars were given yesterday.

It is also understood that the 2nd Suffolk (coming from Gibraltar) are to play a soccer match on the Kowloon ground to-morrow against one of the local service teams, probably the 2nd King's Own Scottish Borderers.

CHINESE NEW YEAR.

BUSY SCENES IN THE STREETS.

NO SIGN OF "HARD TIMES." BUSINESS IN 1926 BETTER THAN IN 1925.

[FROM OUR CHINESE CORRESPONDENT.]

The hawkers have been allowed to display their goods at the open air stalls earlier this year than before, and for several days past and particularly last evening, the Chinese New Year eve, the streets of Hong Kong presented a very busy appearance.

Flowers and plants supplied from the gardens in Fat, Canton, found a ready sale. There has been a great deal of talk about "hard times," but the buying at the bazaars did not indicate anything of the sort. Mingling with the Chinese holiday crowds were a number of Europeans, including many ladies, and they appeared to take a very considerable interest in articles regarded as suitable for the Chinese only.

A conversation with a few of the shop-keepers in Hong Kong leads to the belief that much better business on the whole has been done during the past year than was done in 1925. The trade in holiday goods, however, has shown some slight falling off.

The Nam Pak Hong, it is said, has done very good business indeed and the sugar dealers are certainly not grumbling. Trade has revived considerably since the ending of the boycott and the removal of the picket nuisance.

There seems to be a good deal of misunderstanding in Chinese labouring circles regarding the British policy of sending troops to China and possibly something might be done to clear away their misapprehensions on this subject. Among the better informed the reinforcements are regarded as simply a precautionary measure against disorders, but the coolies are easily swayed by rumours. However, nothing was allowed to mar the New Year holiday spirit and the crowds generally were happy and gay.

The festivities last for several days. Early yesterday afternoon many Chinese began to speed the old year with the aid of fire-crackers. The "great noise" however comes at midnight. To-day will be spent by the majority of Chinese in making social calls. All theatres announce special performances. To-morrow many women, and not a few men, will visit their favourite temples. The one at Kowloon City will be the centre of a large pilgrimage and the restaurants and tea-houses nearby are expecting to do big business.

This year the inter-club football games will attract larger crowds. The game on February 3rd at Sooi-kumpoo will be between two Chinese teams, one from Shanghai representing East China and the other representing South China. It is expected that two Chinese brass bands will provide music before the match and during the interval.

The General Chinese Chamber of Commerce, the South China Athletic Association and other Chinese organisations will have their annual New Year receptions to-morrow (Thursday).

HEALTH OF THE COLONY.

SEVERAL SERIOUS CASES LAST WEEK.

The Medical Officer of Health's report for the week ending January 30th states that there were three Chinese cases of small-pox all of which proved fatal. Of three Chinese cases of diphtheria, two ended fatally. There were three new cases of enteric (1 Chinese and 2 British) and one death. One case of each of the following notifiable diseases were reported: cerebro-spinal fever, typhoid fever and rabies.

On Monday one case of small-pox (Chinese) and one case of enteric were reported.

THE SURTAXES.

COLLECTIONS IN KWANG-TUNG.

DECEMBER RECEIPTS TOTAL NEARLY HALF MILLION.

[FROM OUR CHINESE CORRESPONDENT.]

In December the surtaxes collected at Kwangtung ports amounted to \$484,842.73. Of course, Canton furnished most of this sum. Pak-hoi, contributed \$5,539; Shek-hoi, \$1,850; Kongmoon, \$120,000. Nanning, in Kwangsi, contributes about \$400 daily and Swatow, for the first 18 days in December, collected \$84,239.

Many Chinese employees in the John G. Kerr Hospital for the Insane at Fongtsuen, Canton, have been annoyed and embarrassed by a defamatory circular. This circular was issued in their name, but, as a matter of fact, professional labour agitators did the mischief. The circular brings all manner of charges against the Americans in the Hospital.

The Kuomintang Administration in Canton has called to active service the Peasants' Corps, a militia body formed of farmers under the auspices of the Communist Party in South China. The Peasants have been asked to provide military guards for the Canton-Samshui railway during the Chinese New Year holidays.

The extremist section of the Kuomintang in Canton is very much disappointed over the non-arrival of Mr. Sun Fo. He was expected in Canton for the Chinese New Year holidays.

The Headquarters of the Provincial Army of Kwangtung, with General Li Tsai Hsin as Officer Commanding, will be opened on February 5th. There will be four divisions of local troops for the sole purpose of suppressing outlaws.

The 5th Kuomintang Army Corps in Canton, for years assigned to local duty only, will be dispatched to Kwangsi and Yunnan for active service against the militarists, now including General Tang Chi Yao of Yunnan, who has failed to join the Canton regime up to the present time.

Finding it impossible to carry on his programme of vocational training for young men under Christian influence, Mr. Yung submitted to the Kuomintang regulations and policy for education at the same time, Mr. Yan Cho Kwan, B.A., principal of Pui Ying College, one of the leading Christian schools in Canton, has tendered his resignation. The students of Pui Ying are in favour of going over to the Kuomintang completely, but the American members of the Board of Directors of that institution are asking for more time to consider the matter. Before Mr. Kwan assumed the leadership of Pui Ying ten years ago, he was a professor of Canton Christian College.

NEW YEAR'S LENIENCY.

MAGISTRATE REDUCED FINE BY HALF.

A Chinese pleaded guilty to a charge of possession of a small quantity of illicit opium, before Mr. R. E. Lindell yesterday at the Central Magistracy.

His Worship pointed out that he had to impose a fine ten times the value of the opium, and that the fine would be \$50. In view of the approaching Chinese New Year, he did not wish to make the fine beyond defendant's capacity, and so he would reduce the fine by half—\$25. In default, imprisonment for 14 days.

Defendant said he would like to get into touch with his employer with a view to getting his pay with which to pay the fine, and his Worship gave instructions for facilities to be given the defendant, but stipulated that the fine had to be paid by noon.

MAILS ON THE "SEANG BEE."

The mails which were on the pirated steamer "Seang Bee" have been delivered, and as far as could be ascertained, nothing has been taken, and all the bags have been accounted for. There were only three bags opened by the pirates, but the contents had not been taken or destroyed.

KILL, KILL, KILL.

AN INCITEMENT TO MASSACRE.

OFFICIAL MANIFESTO IN SWATOW.

ORDERS FROM HANKOW TOTALLY DISREGARDED.

[FROM OUR SWATOW CORRESPONDENT.]

SWATOW, Jan. 31st.

Were there any doubt about the recent official attempt to bring about anti-foreign riots in Swatow the attached extract should dispel it. The manifesto is a deliberate incitement to the mob to rise up and massacre every Christian missionary in the place. There can be no argument about it. It is a proclamation issued to the public by the Administration Board of the Kuomintang. And furthermore, it was issued after repeated warnings from the Headquarters of the Kuomintang in Hankow that foreigners and their property had not to be molested.

The manifesto is taken from the Kuo Min Pao, dated Saturday, January 29th, and is as follows: "Manifesto issued to the Press by the Administration Board of the Kuomintang, Central Police Station, Swatow. For the Information of the Public."

BRUTAL MASSACRE OF INFANTS BY THE CATHOLIC MISSIONS IN FOCHOW.

"The Administration Board on hearing of the brutal massacre of infants by the Catholic missions in Fochow has issued the following manifesto:—

"Imperialism has made use of Christianity to encroach upon China. It has deceived many ignorant young men. It has sent priests, sisters and missionaries as running dogs, and with the help of covetous Chinese it has tried to convert the Chinese into Christians under the guise of charity. This has rendered Chinese powerless to oppose Imperialism. Many ignorant Chinese foolishly believe in the Christian religion. Many of them eulogise instead of opposing it. We ask you to face the facts of the incident at Fochow where a massacre of Chinese infants was committed by the Catholic Mission. Is this Christianity? Is this charity? Imperialism has taken off its mask of charity and has put on an appearance of atrocity."

"WHAT IS THE FOCHOW MASSACRE?" "On the 14th instant a coolie was caught suddenly emerging from the Catholic Mission in Fochow carrying on his shoulders two full sacks. What do you think the sacks contained? Would you guess that the bags in question contained the remains of more than ten infants? Do you know how these infants died? The heads, bodies and legs show signs of bruising. They look like roasted pigs. It was a pathetic sight, enough to make one weep."

"Afterwards iron pans and other instruments for the killing of babies were found in the Catholic mission. These furnish irrefutable evidence of the great crime of massacre. The priests may flatter the Chinese and say what they like, but they cannot persuade us to believe them."

"What horrible creatures are these Chinese-Christian converts. Now that we know the facts of the Fochow massacre we know that Christianity is used as the weapon of Imperialism. Christian converts can be likened unto the handle of that weapon. Charity has been turned into atrocity."

"The Chinese people should awake to the fact that the charity of the Christian religion is an obstacle in the way of the attainment of our National aspiration. We Chinese should unite in carrying out an anti-Christian campaign. We should help our Government to take up the case against the responsible parties, particularly the French, not giving up the struggle until the murderers have been brought to justice."

"The misguided young men of China who have embraced Christianity should go to the front and help the Revolution. They should join the anti-Christian campaign. They should fight Imperialism. The time has arrived when China should unshackle her sword and kill and massacre the Christian missionaries."

KILL, KILL, KILL.

"There is no reason to be afraid. We should acclaim

1. All revolutionists throughout the country should unite.
2. Down with Christianity, the tool of Imperialism.
3. Suppress all Christian Converts.
4. Awaken the misguided young men who are converts.
5. Down with the Capitalists of all countries.
6. Down with Imperialism.
7. The anti-Christian campaign means anti-Imperialism.
8. Long live the three people's doctrine.
9. Long live the revolution.
10. Long live the world revolution.

THE FOCHOW OUTRAGES.

STORY OF RIOT TOLD BY LADY MISSIONARY.

FOREIGN WOMEN MALTREATED.

The following story with regard to the recent Fochow outrages is culled from the N.C. Daily News, of last Wednesday, which states:—

Further interesting details of some of the atrocities committed against foreigners, principally missionaries, in Fochow by bandit soldiers who carried the emblem of the 17th Army, and an enraged mob, were brought to Shanghai yesterday by Mrs. H. D. Matthews, whose husband is superintendent of the Church Missionary Society Hospital. Mrs. Matthews arrived yesterday evening in the I.C.S. S. Fungang.

Mrs. Matthews, herself, had her rings seized from her fingers by soldiers while threatened by others who pointed their knives at her, as much as to say, "If you don't give us the rings, your fingers will be cut off." Mrs. Matthews was spared the personal violence to which several of the missionary women were subjected, but both her and her daughter's pockets were rifled and their house looted by the soldiers.

Tribute to Personal Servants.

Mrs. Matthews paid great tribute to her own personal servants and to the hospital servants saying, "they were simply wonderful to the foreigners." At the hospital the local attendants dressed in uniforms of soldiers who had been treated there and stood guard outside, passing themselves off as part of the rioting army who were supposed to be doing guard duty on the premises. In this manner they looted the buildings from being looted. By various pretexts her personal servants managed to save many of the family's personal belongings, although much bedding and clothing were taken in the initial raid.

Mrs. Matthews credited her servants with great heroism in accomplishing a feat which the ordinary Chinese would not dare to think of. It was either the first or second night of the riot that the servants overcame one of the soldiers who was bent on looting the premises. They took him to the police station and he was turned over to the military to be summarily executed the next morning.

Lies About The Spanish Flu.

According to Mrs. Matthews, the trouble was precipitated through a ruse which had been prepared by the agitators and directed against the nuns in the Spanish Mission. These nuns' duty in part was to save infants from death by exposure or starvation. The agitators secured the bodies of about 25 dead infants and attributed their death to the Catholic missionaries boiling them. The mob, became excited and in a short while were in sufficient mass to attack the nuns and priests.

Women And Children Attacked.

After despoiling the Catholic Mission premises, the soldiers turned their attention to several other mission premises, including the Anglo-Chinese Girls' School, the Church Mission Society Hospital (Women's Division) and the Methodist Episcopal compound. It seemed as if in most cases the soldiers and mob attacked the women and children rather than the men. At the Anglo-Chinese Girls' School the soldiers attacked a foreign school teacher and with their knives cut the women's outer garments to pieces, then seizing and tearing most of the remaining clothing from their bodies. The women ran screaming with the bandits in pursuit. They were finally rescued by friendly soldiers and escorted to safety amid the curses and epithets of the mob.

It was in her own home that Mrs. Matthews suffered indignities when she was forced to take her rings from her fingers and had to witness ruffians searching the pockets of her 13-year-old daughter. The soldiers then took other clothing from the beds. They became alarmed; it seemed to Mrs. Matthews, as the approach of other soldiers and left before they had completed their villainous work. The local police made very real efforts on their behalf, and both she and her daughter were taken to the police station and protected until they could go to the British Consulate.

Mr. Matthews Attacked.

Mr. Matthews returned to his home several days later and some one aware of his presence threw a miniature bomb over the fence which, as it exploded, struck a Chinese child. Mr. Matthews had also been attacked and stabbed slightly during one of the various molests. In reference to Chinese Christians he has remained away from his home and the hospital since that time, a policy which all missionaries are now pursuing. A Chinese hospital, the head of which is a Chinese Christian doctor, was also looted, probably because the head did not subscribe to the theory of the infants' murder by the nuns.

EUROPEAN STORES

BURGLED.

CHOICE ASSORTMENT OF FRENCH PERFUMES.

TYPEWRITERS ARE NOT BURGLARS' MEAT.

Burglars in the Colony brought off another successful coup in the heart of the city sometime between Sunday evening and early Monday morning.

The nocturnal visitors broke into the French Store and Messrs. Ramsay & Co.'s typewriter shop, situated side by side at Nos. 8 and 10, Beaconsfield Arcade.

Work Of Well Seasoned Cracksmen.

The way the burglars broke into the two stores show that they were not novices at the job. They got through heavy iron grilles and

It is presumed that the burglars first entered the rooms recently vacated by the Department of the Secretary for Chinese Affairs, and climbed down into a narrow alley at the rear of the Arcade. Here they attacked the grilles leading into the shops, removing the locks and doors in a remarkably neat manner. There was no one sleeping in either of the shops and the theft was only discovered on Monday morning when everything was found in disorder.

French Store Loses Perfumes And Cash.

From the French Store, the gang took about \$250 in cash and an assortment of French perfumes. The money was kept in a safe, which the burglars forced open. A small sum of money kept in drawer was also taken. The stolen perfumes are valued at over \$500. The total haul collected from this shop was approximately \$1,000. Mr. Jeannou is the proprietor of the store.

Typewriters Not Wanted.

The burglars showed a distinct dislike for typewriters and typewriter spare parts, when they entered Ramsay & Co., which is next door to the French Store. This shop was entered in very much the same way as its neighbour.

The burglars had gone over the contents of this store in a very systematic manner. Typewriter parts, ranging from new rollers, to small screws were strewn all over the floor. The entire stock was disturbed but nothing was taken. The safe was also broken, but articles kept therein were not touched. Finding that no money was kept in the shop, the burglars left the premises after disarranging the entire contents.

The Police have obtained distinct sets of finger prints, but no arrest has been made.

"HANOI" PIRACY SUSPECT.

FIRST EVIDENCE CALLED YESTERDAY.

PIRATES WANTED "THE TALLEST COMPRADEORE."

The Chinese who is suspected to have been involved in the piracy of the s.s. Hanoi on November last, was again before Mr. R. E. Lindell yesterday afternoon.

Defendant was represented by Mr. F. G. Vaux, and Chief Detective Inspector Murphy prosecuted on behalf of the Police.

The assistant compradore of the Hanoi stated that at the time of the outrage, he was in his cabin with two tallymen. He heard a shot fired on the upper deck. The crew and passengers became frightened and scattered in all directions. About a quarter of an hour later, two armed men came into witness's cabin, but witness was not there having gone to the stowage to mingle with the passengers. The pirates were, however, able to pick him out, and when they got hold of him they began to strike him with their butts of their revolvers.

Continuing, witness stated that the pirates shouted out that they wanted the "tallest compradore," and that if witness could not produce him they would shoot him (the witness) dead. The chief compradore was hiding behind a stack of rice bags. The pirates suspected that he was there, and fired a shot in the direction of the stack. The shot had the desired effect as the chief compradore came out and gave himself up. The pirates demanded the key of the safe and made the chief compradore open the safe. The money in the safe amounting to \$2,000, was taken away. Defendant was among the pirates and had a pistol in his hand. He was keeping guard over the stowage passengers. The pirates made the saloon their headquarters where the No. 1 pirate counted the loot and packed it in boxes. The pirates left the ship in small junks.

In answer to Mr. Vaux, witness said that the defendant was travelling third class.

His Worship: How do you know that?

Witness: Because I sold him the ticket.

His Worship: You told us a little time ago, that you had never seen the defendant until the piracy had occurred?

Witness: Yes, that was true.

His Worship: Well, surely you could not have issued him a ticket after the piracy had commenced.

(Laughter.)

At this stage the case was again remanded until February 7th.

SALE

IN

CHINA

GLASS, HARDWARE

AND

SPORTS DEPTS.

ENDS

SATURDAY, the 5th.

Lane, Crawford, Ltd.

RADIO

FOR

MUSIC LOVERS

Sets and Parts

Always Largely in Stock

The following have just added to our vast range:—

Intermediate Frequency Transformers Kits
Eransion Heterodyne Neutrodyne Kits
Harkness Two-tube Reflex Kits
All-American One-tube Reflex Kits
Brewer Tully Counterphase Five-tube Kits
Fada Neutrodyne Five-tube Kits
All-American Bandaid-Lyric Transformers

PRICES REASONABLE

THE SINCERE Co., LTD.

COLUMBIA NEW-PROCESS RECORDS

EVLYN HOWARD-JONES—Pianoforte Solos

MOONLIGHT SONATA (Bethoven)—
PART 1.—Adagio sostenuto (First Half);
PART 2.—(a) Adagio sostenuto (Concluded); (b) Allegretto;
PART 3.—Presto agitato (First Half);
PART 4.—Presto agitato (Concluded).

AT

ANDERSON'S.

"Photograms of the Year"

"Photograms of the Year" now published deals with the work of the past year, and includes upwards of 100 notable pictures by leading workers with the camera in all countries. The pictures themselves have in most cases been exhibited at International Exhibitions in all parts of the World, and the literary portion of the volume includes contributions by authorities in the leading countries of the World.

\$3.75 Per Volume.

KELLY & WALSH, LTD.

THE BOOKSHOP.

CHATER ROAD.

INTIMATIONS.

NOTICE.

WE HAVE REMOVED Our Offices from ALEXANDRA BUILDING to EXCHANGE BUILDING, Third Floor.

L. DUNBAR & CO. [4493]

NOTICE.

MONIES Up to \$400,000 are Available for Investment on First Class Mortgage Security subject to a Trustee Valuation.

Apply to—
Messrs. DEACONS,
1, Des Vaux Road Central,
Hong Kong, January 18th, 1927. [4441]

FANLING POINT-TO-POINT RACES.

THURSDAY, FEBRUARY 2nd.
FIRST RACE FOR MOUNTED INFANTRY ... 11 A.M.
SECOND RACE (Open) ... 3 P.M.

BUSES will leave the "HUTTEN" ARMS at 10.30 A.M. and 2.30 P.M. to take Competitors and Spectators to the Starting Point near SOUTH'S BUNGALOW. [4506]

LANE, CRAWFORD, LTD.

THE Undermentioned Share Certificates having been Declared LOST, NOTICE IS HEREBY GIVEN Against the Negotiation of These Shares. Duplicate Certificates will be issued One Month hence and the Original Certificates, unless recovered within that Period, will thereafter be held by the Company as NULL and VOID.

Certificate No. 274 for 100 Shares
Numbered: 90151/90250
Certificate No. 275 for 100 Shares
Numbered: 90251/90350
All in the Name of
OHAN CHUNG YAT.
S. J. JORDAIN,
Secretary.
Hong Kong, 14th January, 1927. [4452]

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE CERTIFICATE No. 7879 for 8 Shares, \$4 Per Share Paid Up Numbered 62061/62066 and 85605/85608 in this Society standing in the Name of MRS. MARIA WU DA SILVA, of Canton, has been Declared LOST, and it at the Expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed CANCELLED and of No Effect, and a NEW CERTIFICATE for the 8 Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.
Hong Kong, 6th January, 1927. [4492]

HONG KONG BOXING ASSOCIATION.

FIFTH TOURNAMENT OF THE SEASON.
SATURDAY, 5th FEBRUARY, AT 9.15 P.M.
AT THE
THEATRE ROYAL.

MAIN EVENTS:
15 ROUND CONTANT FOR MIDDLEWEIGHT CHAMPIONSHIP OF THE COLONY
A. B. EVIN
(H.M.S. Hermes)

STOKES NORMAN MORRIS
(H.M.S. Hermes)

Also
10 ROUND LIGHTWEIGHT CONTANT
L. S. HALL
(H.M.S. Tiana)

STOKES PERCY LAKE
(H.M.S. Durban)

AND
FOUR OTHER CONTANTS.

BOOKING AT MOUTHRIS—
MEMBERS—1st FEBRUARY.
GENERAL PUBLIC—4th & 5th FEBRUARY.
USUAL PRICES. [4484]

TO LET.

NO. 4A, DUNDRELL STREET.
Apply to—
The Hon. SECRETARY,
CLUB LUSITANO. [4314]

TO LET.—No. 178, THE PRINCE, Furnished—Apply O. E. H. BHAVIS, 9, QUEEN'S ROAD, CENTRAL. [4472]

TO LET.—Newly Built, Furnished or Unfurnished FLATS at MACDONNELL ROAD. All Modern Conveniences—Apply XAVIER BROS., LTD., 5, DUNDRELL STREET. [4393]

CHILDREN'S or Infant's NURSE. Gentlewoman, English, Very Highly Recommended by Present Employer (21 years). Offers Employment for Permanent or Part-time. Address: Mrs. E. C. HARNES, c/o WATSON, HARNES & CO., LTD., MANILA. [4464]

INTIMATIONS.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the UNION INSURANCE SOCIETY OF CANTON, LIMITED, will be held at the Registered Office of the Society, Union Building, Pedder Street, Victoria, in the Colony of Hong Kong, on TUESDAY, 14th FEBRUARY, 1927, at 12 o'clock Noon when the Subjoined Resolution will be proposed:—

(1)—That in Article 65 in line 2 thereof the words "and place" be deleted and that at the end of such Article, the following words be added "All meetings of the Society shall be held in Hong Kong, in the Colony of Hong Kong, or in such other place outside the United Kingdom as the Directors may from time to time determine."

(2)—That in Article 89 in the first line thereof the word "Society" and the word "shall" the following words shall be inserted "from which the business of the Society shall be managed, conducted and controlled."

(3)—That between Articles 108 and 109, the following new Article be inserted:—
"Place of Meetings.—All meetings of Directors shall be held in Hong Kong or in such other place outside the United Kingdom as the Directors may from time to time determine."

(4)—That in Article 122 (b) in the third and fourth lines thereof the words "both in Hong Kong and" be deleted and in Article 122 (d) in the fourth line thereof the word "purposes" and the word "and" the following words be inserted "outside the Colony of Hong Kong."

Should the above mentioned Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting, and such Meeting will be held on Friday, the 4th day of March, 1927, at the same time and place, for the purpose of considering and, if thought fit, confirming such Resolution as a Special Resolution accordingly.

Dated this 31st day of January, 1927.
By Order of the Board,
PAUL LAUDER,
General Manager. [4495]

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of BRITISH TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Registered Office of the Company, Union Building, Pedder Street, Victoria, in the Colony of Hong Kong, on TUESDAY, 14th FEBRUARY, 1927, at 12.15 p.m., when the Subjoined Resolution will be proposed:—

(1)—That in Article 65 in line 2 thereof the word "and place" be deleted and that at the end of such Article, the following words be added "All meetings of the Company shall be held in Hong Kong or in such other place outside the United Kingdom as the Directors may from time to time determine."

(2)—That in Article 89 in the first line thereof the word "Society" and the word "shall" the following words shall be inserted "from which the business of the Company shall be managed, conducted and controlled."

(3)—That between Articles 108 and 109, the following new Article be inserted:—
"Place of Meetings.—All meetings of Directors shall be held in Hong Kong or in such other place outside the United Kingdom as the Directors may from time to time determine."

(4)—That in Article 122 (b) in the third and fourth lines thereof the words "both in Hong Kong and" be deleted and in Article 122 (d) in the fourth line thereof the word "purposes" and the word "and" the following words be inserted "outside the Colony of Hong Kong."

Should the above mentioned Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting, and such Meeting will be held on Friday, the 4th day of March, 1927, at the same time and place, for the purpose of considering and, if thought fit, confirming such Resolution as a Special Resolution accordingly.

Dated this 31st day of January, 1927.
By Order of the Board,
PAUL LAUDER,
General Manager. [4496]

FLATS, three, four and five roomed, modern bathrooms, flush, etc. Also one two roomed and one three roomed Bungalow on way to Repulse Bay and Fanling respectively for rent on easy terms. SMALL IN-VESTMENT. Tel. 61.4330.

INTIMATIONS.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of THE CHINA FIRE INSURANCE COMPANY, LIMITED, will be held at the Registered Office of the Company, Union Building, Pedder Street, Victoria, in the Colony of Hong Kong, on TUESDAY, 14th FEBRUARY, 1927, at 12.30 p.m., when the Subjoined Resolution will be proposed:—

(1)—That in Article 65 in line 2 thereof the words "and place" be deleted and that at the end of such Article, the following words be added "All meetings of the Company shall be held in Hong Kong or in such other place outside the United Kingdom as the Directors may from time to time determine."

(2)—That in Article 89 in the first line thereof the word "Society" and the word "shall" the following words shall be inserted "from which the business of the Company shall be managed, conducted and controlled."

(3)—That between Articles 108 and 109, the following new Article be inserted:—
"Place of Meetings.—All meetings of Directors shall be held in Hong Kong or in such other place outside the United Kingdom as the Directors may from time to time determine."

(4)—That in Article 122 (b) in the third and fourth lines thereof the words "both in Hong Kong and" be deleted and in Article 122 (d) in the fourth line thereof the word "purposes" and the word "and" the following words be inserted "outside the Colony of Hong Kong."

Should the above mentioned Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting, and such Meeting will be held on Friday, the 4th day of March, 1927, at the same time and place, for the purpose of considering and, if thought fit, confirming such Resolution as a Special Resolution accordingly.

Dated this 31st day of January, 1927.
By Order of the Board,
PAUL LAUDER,
General Manager. [4497]

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Hongkong Hotel, Hong Kong, on SATURDAY, the 12th FEBRUARY, 1927, at 11 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 31st December, 1926.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th FEBRUARY to the 12th FEBRUARY (both days inclusive), during which Period No Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 29th January, 1927. [4490]

THE HONG KONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND SEVENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4A, Des Vaux Road, on TUESDAY, 22nd FEBRUARY, 1927, at Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 8th FEBRUARY, to THURSDAY, 22nd FEBRUARY, 1927, both days inclusive, during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hong Kong, 27th January, 1927. [4486]

THE HONG KONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND SEVENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4A, Des Vaux Road, on TUESDAY, 22nd FEBRUARY, 1927, at Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 8th FEBRUARY, to THURSDAY, 22nd FEBRUARY, 1927, both days inclusive, during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hong Kong, 27th January, 1927. [4486]

THE HONG KONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND SEVENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4A, Des Vaux Road, on TUESDAY, 22nd FEBRUARY, 1927, at Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

INTIMATIONS.

"With mirth and laughter let old wrinkles come;
And let my liver rather heat with wine,
Than my heart cool with mortifying groans.
Why should a man whose blood is warm within,
Sit like his grandsire cut in alabaster?
Sleep when he wakes? And creep into the jaundice
By being sober?"
Merchant of Venice. Act 1, Sc. 1.

Fine SHERRIES

Grown, Bottled and Shipped by

GEO. G. SANDEMAN
SONS & Co.

Xeres de la Frontera and Oporto.

DUTY PAID.
Per Case. Per Bot.

| | | |
|--------------------|---------|--------|
| Light Dry ... | \$35.00 | \$3.00 |
| Solera ... | 37.00 | 3.10 |
| Very Pale Dry ... | 40.00 | 3.40 |
| Pale Dry Nutty ... | 44.00 | 3.75 |
| Fine Old Brown ... | 47.00 | 4.10 |
| Brown Bang ... | 57.50 | 4.85 |

and Fine PORTS

| | | |
|---------------------|---------|--------|
| Invalid ... | \$42.00 | \$3.70 |
| Douro ... | 41.00 | 3.60 |
| Old Tawny ... | 44.00 | 3.80 |
| Estrella ... | 49.00 | 4.25 |
| Very Old Tawny ... | 64.00 | 5.50 |
| Oldest & Finest ... | 66.00 | 5.75 |

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

[50]

BIRTH.

BARNES.—On January 6th, 1927, at Manila, to Mr. and Mrs. E. C. BARNES (née HELEN SCOTT), a daughter.

DEATH.

REMEDIOS.—On January 25th, 1927, at Shanghai, CARLOS MARIA PLACE REMEDIOS, aged 57 years.

Hong Kong Office: 14, Chater Rd.
London Office: 131, Fleet St., E.C.

The Daily Press.

HONG KONG, FEBRUARY 2nd, 1927.

BRITAIN'S POLICY.

If the Chinese refuse to recognise any Treaty now existing and take up the position that the foreigner is in China on sufferance only then, of course, the proposals recently made by the British Government will be unacceptable. Continuance of negotiations, in the circumstances, would be folly. It is useless to negotiate in the face of an ultimatum and the Nationalist war cry of "Restore the concessions, abolish extra-territoriality and sweep away unequal treaties" amounts, in effect, to an ultimatum. It means that the foreigner must depart "bag and baggage." He cannot carry on his business without protection and although the responsible Nationalist leaders, of course, proclaim to the world that they will give us that protection we know perfectly well that they have not the power to carry out their promises even if they had the good-will. Mr. T. V. Soong has scarcely been able to save himself from assault. How would he fare if he opposed himself between a foreigner and an angry mob bent on murder? The Kuomintang have gained many spectacular military

successes but no one can pretend that they have yet formed a Government. There is no permanent Government staff trained to the duties they have to perform. As for the political officials they come and go in such bewildering succession that it is impossible to say with any degree of confidence who is the head of the administration. How far do the Nationalist proclamations carry—even those issued from Hankow with all the weight of a successful military machine behind them? The statement made by Mr. EVANS CHEN that the property of foreigners should not be molested is placarded in Swatow. Side by side with it appears the disgraceful manifesto issued by the local Kuomintang, published in the Daily Press to-day. This manifesto is an official document as far as Swatow is concerned. It openly sets the Hankow committee at defiance and urges the people to arise and kill the foreigner. Missionaries are flocking to the coast from all parts of Fukien because they are unsafe in the interior. It is dangerous for the Chinese themselves to travel by small boat anywhere in the Canton delta owing to the menace of pirates. A few weeks ago the Civil Commissioner in Canton had his country house looted by bandits and a number of his fellow townsmen were taken prisoners to be held for ransom.

These conditions are to all intents and purposes ignored by the British proposals as the Nationalists desire they should be. We are taking the high-sounding declarations of the Kuomintang at their face value—a very foolish and perilous proceeding according to many students of Chinese history. But the declarations, as such, appeal to the foreigner; they make a tremendous sentimental appeal to the great mass of public opinion at home and the British Cabinet has decided to regard them as emanating from a solidly entrenched and responsible body and to co-operate, as far as is humanly possible, in carrying them into effect. "China for the Chinese" is recognised as a reasonable claim. We are willing to hand over the Concessions to Chinese administration providing the British are allowed some voice in municipal affairs which would naturally be concerned mainly with the maintenance of the British property in those concessions. We reciprocate Mr. EVANS CHEN's desire for a settlement of treaty and cognate questions "on the basis of economic equality and mutual respect for each other's political and territorial sovereignty." British subjects may be made liable to pay regular Chinese taxation provided that it does not involve discrimination against British subjects' goods. China can secure complete tariff autonomy as soon as a national tariff can be promulgated. In short, we do not want special privileges and are ready to relinquish special rights proportionately as the Chinese Government can assure British subjects in China of the enjoyment of the ordinary rights which are granted to law-abiding people in every part of the world. Goodwill cannot go further than this. There is nothing in this statement of policy which should need recourse to arms. If the Nationalist Government are sincere, and there is no ulterior motive behind the present agitation, they have gained their end. All that remains for them to do now is to place their house in order and to quell the storm of hatred which propagandists have aroused.

No Chinese apparently will give Great Britain credit for facing a difficult and delicate situation in a broad-minded, statesmanlike manner, insisting only upon even-handed justice and a spirit of fair play.

The difficulties would not arise, of course, if there was one central Government but even the most loud voiced supporter of the Nationalists cannot claim that his party rules the country. China is in a state of civil war but even so, and knowing full well that she could not possibly please both factions, Great Britain has not hesitated to outline broadly the policy she is prepared to follow. It matters not one iota to her who governs so long as there is, in Sir AUGUST CHAMBERLAIN'S words, "a strong, united, independent, orderly and prosperous China." That is our only desire and the enunciation of a particularly liberal policy at this juncture proves it. Marshal CHANG TAO LIN is displeased. Probably he wanted British assistance to crush the South, and the dismissal of Sir FRANCIS AGLEN, the Commissioner of Customs, shows that there are complications ahead. But Britain has demonstrated that she is great enough to give up established Treaty rights, possibly to her own immediate disadvantage. In the same way, she can afford to ignore parties and personalities. The British policy envisages a China free from the morass of corruption and misery in which she is now wallowing. It looks to a brighter future and should be welcomed by all who are working sincerely in the country's interest and to rehabilitate her international reputation.

Owing to the Chinese New Year holiday the Daily Press will not be published to-morrow. Our next issue will be on Friday morning.

Owing to unforeseen circumstances, the Garrison Sergeant's Mess dance will not take place this month.

Prof. A. Langner, M.L.L.C., sailed from Hong Kong for Manila yesterday morning on the round-the-world liner President Harrison.

There will be an exhibition of school work at the Central British School, Kowloon, on Monday next, from 11.30 a.m. to 12.30 p.m., and from 2.45 p.m. to 4 p.m.

Lieut.-Comdr. Leon S. Acheson, D.S.O., late in command of the river gunboat Cockchafer, who was wounded early in September during the operations on the Yangtze, has been promoted Commander.

Members of the Chinese General Chamber of Commerce will congregate at the Chamber on Thursday, February 3rd (2nd day of first moon), at 3 p.m. for the exchange of New Year felicitations.

The Juror's List for 1927 has been posted at the Law Courts, and notice of any proposed amendment must be given to the Registrar before the 15th inst.

Among the many passengers who sailed yesterday morning from Hong Kong on the President Harrison (for Europe via Manila and New York) were Dr. and Mrs. G. B. Huntington and Dr. J. H. Franklin.

A Chinese named Lau Yung has been the victim of a vitriol throw incident at Kowloon, the full circumstances of which are not yet known. The man, who was suffering from rather severe burns on the face, was admitted to the Kwong Wah Hospital on Monday.

Three robbers who ransacked a money on the heights of Lantau Island are believed to have been arrested through taking part in another crime near the same place. The same number of men were caught and were identified by the man who was robbed.

The forthcoming weddings are announced of Mr. Albert Edward Guest, wireless operator, residing at No. 6, Nathan Road, Kowloon, to Miss Edith May Fincher, typist, residing at No. 1, Leys Building, Kowloon; and Mr. Antonio Francisco Botelho, of Cunha, clerk, residing at No. 317, Nathan Road, Kowloon, to Miss Ricardina Maria da Luz, residing at No. 17, Granville Road, Kowloon.

"KUNG HAY FAT CHOY."

CHINA NEW YEAR FESTIVITIES.

CARNIVALS, DINNER-DANCES AND CRACKERS.

The China New Year celebrations in Hong Kong commenced last night, both among the Chinese and European communities. The Chinese community, of course, will celebrate with particular enthusiasm to-day and to-morrow, their festivities being accompanied by the usual, continuous and all-essential din of discharging crackers.

The Chinese stores, large and small, entirely close down, the only occasion throughout the whole year on which they do so, and there will be hardly a Chinese shop of any kind to be seen open throughout the Colony. Many of the stores closed early yesterday afternoon, and the discharge of crackers was to be heard at intervals from the late afternoon on.

Chinese of all classes were in holiday mood, and in the evening thronged the streets, in special holiday garb.

The outlook is certainly more promising this year for the celebrations than it was last, when the Colony was still under the cloud of the strike and boycott.

The celebrations officially start to-day, and extend in Hong Kong for about a week, and in some parts of China for half a month. Many and varied festivities have been arranged in connection with the Chinese community. There will be special functions at West Point, and Lee Garden also has an attractive Chinese programme to offer.

The fair as usual was thronged last night with its motley array of stalls laden with every kind of merchandise. There was a strikingly picturesque effect as there always is, and the avenues of plants in bloom, orange trees in fruit, stunted trees and shrubs, peonies, and the two specially lucky flowers which grace every table on New Year's Day, the "water fairy" and the flowering shrub, were very beautiful.

Europeans Also Take Part. The European community also participated in the holiday celebrations, but to a lesser extent. Their celebrations are confined to carnival balls, dinner dances, and functions of this nature arranged annually at hotels for China New Year's Eve and China New Year Day.

There were several functions of this character held at local hotels last night. At the Hong Kong Hotel every table at the Roof Garden was booked for the Chinese New Year's Eve Fancy Dress Carnival Ball. There was a company of over 200 present, and the varied costumes, several of them Chinese in character, were strikingly picturesque, amid the attractive lighting. The Roof Garden was beautifully decorated in Chinese style. Crepe paper chains of many hues were suspended across the room, and from them were hung Chinese lanterns and fishes. In the Centre of the Roof Garden suspended a huge Chinese lantern, of pale blue, with many curious decorations. Dancing continued until a late hour.

There was a successful dinner-dance carnival in the Kowloon Hotel, and Lane, Crawford's Restaurant, with its Chinese lanterns as the basis of the decorative scheme, housed another large and merry carnival party. The "Melodians" Orchestra were in attendance for this dance.

To-night there will be a dinner-dance at the Hotel Savoy, and a Carnival at the King Edward Hotel, while the Interport footballers will hold gala night at Lane, Crawford's Restaurant.

Messrs. Tabacqueria, Filipino, the well-known wholesale and retail tobacconists, have removed their business from opposite the Queen's Theatre to much larger premises on the ground floor of the A.P.C. Building, adjoining the Dispensary. They now have very spacious accommodation. Facing the entrance are a number of show cases, attractively set out with various brands of tobacco and cigarettes, and to the left, in the adjoining section, are display counters and shelves, with the cash desk and office at the rear. The comparison between the former small premises and the new quarters is a striking one.

THE CRISIS IN CHINA.

THE HANKOW DISCUSSIONS.
AGREEMENT "MOMENTARILY EXPECTED."

CHINESE TROOP MOVEMENTS.

NEW YORK NEWSPAPER ADVISES "ACTION" FOR
THE AMERICANS.

[THROUGH REUTER'S AGENCY.]

THE HANKOW DISCUSSIONS.

AGREEMENT ANNOUNCEMENT
EXPECTED.

SHANGHAI, Feb. 1st.

A telegram from Hankow, dated January 31st, states that Hankow continues to wear a tranquil aspect. There is some talk in the papers about a big mass meeting on February 4th, but there seems a good prospect of the New Year passing off quietly, especially if, as at present seems highly probable, it will be marked by the momentarily expected announcement that Mr. O'Malley and Mr. Chen have reached an agreement.

SIR JOHN GILMOUR'S
VIEWS.THE SINGAPORE BASE POLICY
JUSTIFIED.

LONDON, Feb. 1st.

Speaking at the annual meeting of the Glasgow Unionist Association, Sir John Gilmour said that the Chinese situation was one of great difficulty, but that the Government was pursuing a pacific policy, dealing with the Chinese people in the fairest and most open possible manner. The policy of ensuring the security of the Empire by establishing a base at Singapore was now fully justified. If Britain had had that base to-day there would not have been the present difficulty. British policy was not aggressive, but it was not easy. The desperate element existing in the world to-day must be resisted.

BRITISH MARINES.

LONDON, Feb. 1st.

To-day's London newspapers are giving prominence to pictures showing the British marines' stand against the hostile mob at Hankow.

GENERAL DUNCAN AT
MALTA.

MALTA, January 31st. The troopship *Megantic*, conveying Major General Duncan, Commanding the Shanghai Defence Force, has arrived.

BRITISH SOLDIERS FROM
BOMBAY.

BOMBAY, January 31st.

The Twelfth Packer Battery, of 300 men, have left for China aboard the s.s. *Barkura*.

[NAVAL WIRELESS.]

STEAMER SEIZURES ON
THE YANGTZE.

ICHANG, January 31st.

Japanese, Italian, French and Swedish steamers have been commandeered for the conveyance of troops. Two American steamers are lying at Ichang full of troops, but the engines have been dismantled. Three British steamers are made fast together and are being protected. The destination of the troops, movements of which have been extensive, is understood to be Wu-sung.

CHINESE TROOP MOVE-
MENTS.

SHANGHAI, January 31st.

Japanese, French and Swedish steamers passed down river to-day full of troops. An Italian steamer arrived loaded with troops, disembarked them, and returned up river.

HANKOW, January 31st. Italian steamers which arrived here full of Chinese troops have been detained. The situation remains the same.

NANKING, January 31st. Troops with machine guns and trench mortars left here to-day, believed being Anking.

REFUGEE MISSIONARIES.

CHANGSHA, January 31st.

About 85 evacuated missionaries left for Hankow to-day. It is not expected that any further missionaries will be coming from the interior.

BLUEJACKETS & PICKETS.

KIUING, January 31st.

The Commissioner of Customs has decided not to close the Customs. A British naval contingent was obliged to resort to fistuffs to drive away pickets who were interfering with the baggage of passengers embarking on British steamers. Some five hundred troops arrived here to-day from up river.

SOVIET STEAMER
SEARCHED.

A Chinese gunboat stopped the Soviet s.s. *Efron* and searched her, finding all papers in order.

LABOUR LEADER'S VIEWS.

Mr. Ramsay MacDonald, in a speech at Port Talbot, criticised the Government's troops to China. He declared that if we continued to negotiate with Mr. Chen with the same freedom of mind as we had approached Japan, then not a single life in Shanghai would be threatened.

Mr. MacDonald concluded that he was optimistic enough to believe that everything was going to turn out all right. He was glad Sir Austen Chamberlain had made that speech at Birmingham and any help the Opposition could give him along these lines would be readily and most heartily given; let them make no mistake about that. As long as the Government negotiated with Mr. Chen on the lines of the recognition of China's independence, he would be behind them with his Party.

[THROUGH AMERICAN SERVICE.]

NEW YORK PAPER SAYS
U.S.A. "MUST ACT."

NEW YORK, January 31st.

The New York *Evening Post* in an editorial headed "We must act with the British if fighting comes," argues that, while diplomatically there may be differences between the policies of the United States and Great Britain in China, in practice such distinctions are likely to disappear in face of common danger. It points out that there are some thousands of Americans in Shanghai, and that the Chinese who are converging on Shanghai, although "historic friends of the United States," have been advised, trained and armed by the Reds under instructions of Soviet Russia and, though the threatened assault on Shanghai may be avoided, still the Bolshevik ideas will persist in China and may be expressed by acts of sabotage such as the burning of foreign factories and attacks on British and American homes. In face of a common danger the Whites should stand shoulder to shoulder as in the past, because "blood is thicker than water."

[THROUGH REUTER'S AGENCY.]

SPAIN'S ATTITUDE.

MADRID, Jan. 31st.

In a statement on China, General Primo de Rivera said that it was unnecessary to dwell on Spain's attitude of absolute neutrality as regards the warring Chinese factions. The cruiser *Don Blas* had been despatched, firstly, in case Spaniards required protection; secondly, in order that the Spanish flag should be represented along-side those already in Chinese waters; and, thirdly, because the cruiser may go to Japan to return the recent visit of a Japanese squadron to Spain.

THE ILLICIT DRUG
TRAFFIC."APPALLING THROUGHOUT
THE EAST."

[THROUGH REUTER'S AGENCY.]

LONDON, February 1st.

At a meeting of the Geneva Advisory Opium Committee Sir Malcolm Delevigne pointed out that the drugs which find their way into the illicit trade are manufactured in factories from imported raw material, which are under the control of the Government and are distributed direct from the factories or by wholesale dealers, who are equally controlled by the Government, yet we were still largely ignorant as to how the illicit traffickers were able to obtain the huge quantities of drugs that were constantly being smuggled into China, India and elsewhere. He suggested that all Governments should in detail examine the transactions to trace drugs to the consumer. He described the contraband drug trade as a worldwide menace and said that cocaine and morphine were spreading into the Far East, while the Egyptians were rapidly becoming a race of drug addicts.

Sir John Campbell declared that 41 times the legitimate consumption of narcotics were being introduced into India by illicit traffic. The situation was appalling throughout the East. The Governments were responsible because they had not carried out their definite obligations to limit the manufacture to medical purposes.

[EARLIER TELEGRAMS.]

[BRITISH WIRELESS SERVICE.]

RUGBY, January 31st.

In making their constructive proposals to the Chinese authorities of the North and South simultaneously the British Government have followed out logically the principle of non-intervention in Chinese internal affairs.

Referring to this the *Manchester Guardian* considers it a "Matter of elementary fairness" that Marshal Chang should receive, for the benefit of North China, concessions equivalent to those offered to the Cantonese authorities and, in this connection, contrasts the correct diplomatic methods of the Northern authorities with some of those employed in the South. The evening as well as morning press regard the proposals outlined in the Foreign Secretary's speech as constructive and far-reaching.

The *Evening Standard* considers that the British policy had the "Clarity distinguishing policies based on common-sense and appreciation of facts." It adds "Mr. Chen claims revision of treaties to which he cannot be entitled unless the Cantonese Government is, at least, in its own sphere effective, and unless it can trust itself and be trusted to keep its own people under control and to prevent them from acts of violence against foreigners. The question whether this is so is the immediate crux of the negotiations for any doubt upon it would make such concessions as are proposed instantly unsafe. It is also a vital factor in the formulation of a policy of a wider extent."

[THROUGH REUTER'S AGENCY.]

WIRELESS TELEPHONY.

ALL TOWNS IN ENGLAND AND
WALES ON "SPEAKING
TERMS" WITH
AMERICA.

From Saturday afternoon all towns in England and Wales have been admitted to Trans-Atlantic wireless telephony service. Reports from various provincial towns speak of the success of this extension. The *Manchester Guardian* had a long conversation with its correspondent in New York who it says could be heard with the utmost clarity. "Conversation was conducted with more ease than one just previously made with Newcastle."

REBEL TROUBLE IN
THE PHILIPPINES.PHILIPPINE CONSTABULARY
ATTACKED.

[THROUGH REUTER'S AGENCY.]

MANILA, February 1st.

Philippine Constabulary were attacked with rifles at Targus Fortress by the rebel, Datu Tahil, of Jolo Island. Thirty-five rebels were killed. The wounded, so far, have not been accurately stated. Tahil finally fled, leaving 200 of his followers to carry on the fight. The Sultan of Sulu visited the rebel stronghold on January 30th, but failed to persuade Tahil to surrender; but he succeeded in removing his daughter, Princess Tarhata, by Tahil's fourth wife, before the battle.

THE INFLUENZA
GERM!HAS IT BEEN "CAUGHT"
AT LAST?

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 31st.

Great interest is being taken in scientific and medical circles in the reported discovery of what is supposed to be the influenza germ. Importance of the discovery, if the report should prove true, is emphasised. Medical science has hitherto suffered under a great disadvantage from absence of any really definite information about the origin of influenza. It is understood that the attention of the Ministry of Health is to be called to the reported discovery and that medical experts of Ministry will be charged with the duty of investigating its claims.

RUBBER RESTRICTION.

MODIFICATION WITH REGARD
TO CEYLON.

RUGBY, Jan. 31st.

The Colonial Office announces that the percentage of the standard production of rubber which may be exported at the minimum rate of duty from Ceylon and Malaya for the quarter beginning February 1st, will be 70.

Ceylon's Coupons.

LONDON, February 1st. The British Government has agreed to the decision that the limit period for exporting rubber should be abandoned as far as Ceylon is concerned and that henceforward coupons in Ceylon will not have a time limit.

[THROUGH REUTER'S AGENCY.]

INTER-ALLIED MILITARY
COMMISSION.FINISH UP SEVEN YEARS'
WORK.

BERLIN, January 31st. The Inter-Allied Military Commission officially ceases to-night but a few officers will remain to wind up its affairs. During the course of seven years, the Commission has ordered the destruction of 50,000 guns, 14,000 aeroplanes, 27,000 aero engines, and many millions of shells and small arms.

GERMAN POLITICS.

TWO MORE CABINET
APPOINTMENTS.

BERLIN, January 31st. President Hindenburg has appointed Walter Von Kaudell and Dr. Hergt, Ministers of Interior and Justice respectively. The latter is also Vice-Chancellor. Both are German-Nationals.

"Prolonged and Stormy."

It was only after a prolonged and stormy meeting that the German National Reichstag Party decided to yield to the entreaties of the President to drop Dr. Graef as a candidate for a Ministerial post. Walter Von Kaudell is regarded as one of the most progressive members of the German National. He has been a member of the Reichstag since 1925 and is an ex-Prussian Provincial Governor. It is rumoured that a movement is proceeding to supplant Dr. Gessler at the Ministry of Defence by a member of the German People's Party.

SIR FRANCIS AGLEN'S
DISMISSAL.INSTRUCTED BY PEKING'S
GOVERNMENT TO CON-
TROL COLLECTION.WHAT SIR F. AGLEN
MAINTAINED.THE VERNACULAR PAPERS'
VERSION.

[THROUGH REUTER'S AGENCY.]

PEKING, Jan. 31st.

The Finance Ministry has issued a statement that the Chinese Government has decided to put the Maritime Customs in charge of the collection of the 2½ and 5 per cent. surtaxes, which the Inspector-General has been ordered to instruct the various commissioners to collect as from February 1st.

The Ministry has published the correspondence, showing that the Inspector-General, Sir Francis Aglen, maintained that his organisation could only collect taxes permitted by the Treaties, and that the Government replied that the surtaxes had been unanimously agreed to by the Powers at Washington.

DISMISSAL OF THE "I-G."

PEKING, Feb. 1st.

The Government has dismissed Sir Francis Aglen, the Inspector-General of the Chinese Maritime Customs.

FURTHER DETAILS.

PEKING, Jan. 31st.

Following the Finance Ministry's statement, issued yesterday evening, a mandate, issued late yesterday night, dismissed Sir Francis Aglen and appointed Mr. Edwards (Mr. A. H. F. Edwards, Commissioner of Customs at Canton) Acting Inspector-General of Customs.

The mandate specially lays down that all foreign loans, indemnities and the domestic loan service shall remain unimpaired.

Admiral Tasi Ting Kan has resigned the headship of the Shuiwu-chu (Customs Revenue Administration), and a mandate appoints the ex-Finance Minister, Lo Wen Kan to replace him.

WHAT THE NATIVE PAPERS
SAY.

Though the refusal to collect surtaxes is given as the reason for Sir Francis Aglen's dismissal, the vernacular newspapers state that the Government were incensed at Sir F. Aglen's visit to Hankow to see Mr. Eugene Chen. The newspapers also state that Chang Tso Lin has for years disliked Sir F. Aglen and, some days ago, instructed Dr. Wellington Koo to dismiss him.

Sir F. Aglen is at present on his way to Peking from Shanghai. He is expected to arrive on the 3rd inst.

[Sir Francis Arthur Aglen, K.B.E., had been Inspector-General of the Chinese Maritime Customs since 1911, succeeding the late Sir Robert Bredon, who had been Acting Inspector-General since the death of his brother-in-law, Sir Robert Hart in 1903. Sir Francis, who is now in his 68th year, joined the Customs in 1888. In 1898 he was a deputy-commissioner, Commissioner at Tientsin in 1907; Nanking, 1909-1910, 1911-3; Shanghai, 1900-1; Chief Secretary, Inspector-General, Peking, 1903-4; Commissioner at Hankow, 1906-7; Deputy-Inspector-General, 1910-11; Official-Inspector-General in 1910-11 and, as stated, Inspector-General since 1911. He has had conferred upon him many high Chinese distinctions such as the Imperial Order of the Double Dragon and the Order of the Chiao Ho. He received his knighthood in 1913.]

[REUTER'S AMERICAN SERVICE.]

OBITUARY.

COLONEL RICHARD OSBORNE.

OTTAWA, February 1st. The death is announced of Col. Richard Osborne, Military Secretary to Lord Willingdon, Governor-General of Canada.

AMERICAN ARCHAEOLOGIST.

PHILADELPHIA, Jan. 31st. The death is announced of Mr. George Byron Gordon, the archaeologist, under whose supervision the University of Pennsylvania's expedition is co-operating with the British Museum archaeologists in excavating the ancient city of Ur-of-the-Chaldees.

SOVIET RAILWAY CHAOS.

RAMSHACKLE CARS, SHORTAGE OF ENGINES.

EXAMPLE OF STATE MUDDLING.

According to the opinion expressed by some railway experts who have passed Harbin, the railways in the U.S.S.R. are rapidly falling into decay and gold rubles 1,500,000,000 is a conservative estimate of the sum required to restore them to normal conditions.

Confirmation of this statement can be found in the Soviet Press and in the extremely pessimistic report submitted in this respect by Rudzutak, the Commissar of Way and Communications, at a recent railway conference at Moscow.

Good Pre-Revolution Services.

At the time when the Russian revolution began, conditions of the Russian railway system (over 75,000 versts) were satisfactory. Out of the 800,000 cars and 30,000 engines which constituted its rolling stock and which had been subjected to the stress of war-time work, only 13 per cent. of engines and 18 per cent. of cars were undergoing repairs, that is, about twice the normal of peace time. The stock of spare parts, rails and sleepers was quite sufficient. The Don coal-fields were supplying yearly over 80,000,000 tons of coal and the Baku, Grozny and Maikop oil-fields were yielding enough fuel and lubricating oils to supply the needs not only of the railways but of all the country.

After the secession from Russia of Poland, Rumania, Finland and the Baltic States, the Russian railway system was reduced to 60,000 versts. With a reduced mileage and the same sources of supply of fuel and oils and the same number of factories the restoration of railways to satisfactory conditions should, it would seem, have presented little difficulties. However, Soviet official figures show a quite different picture.

From Rudzutak's report it will be seen that since 1920, at the end of the civil war

Patching Up.

The total number of engines has decreased by 665 engines and the percentage of those out of commission increased by 2 per cent. The number of freight cars is showing an increase of 10,000 cars—but at the same time the percentage of out of commission cars has increased to 23 per cent. This being due to the fact that the cars leave the workshops after having only been patched up.

This is easily explained by the system of repair practised in Soviet Russia. Broken and worn-out parts are not replaced by new, manufactured ones but by parts taken off from other out-of-commission cars and engines after going to the scrap-heap. Rudzutak stated that in result of such a system over 120,000 freight cars which were awaiting repairs are now in such

a condition that it will be cheaper to build new ones than to repair them and that over 680 engines have been reduced to scrap-iron.

For the 60,000 versts of the present Russian railway system, the rolling stock in working order consists of 9,615 engines and 319,200 cars. Under normal conditions one engine is allotted to 30 cars, and, therefore, for a total of 319,200 cars the required number of engines would be 10,640, and not 9,615, showing a shortage of about 1,000 engines, or about 10 per cent.

With 60,000 versts of track 600,000 cars are necessary and therefore with only 319,200 cars in hand only 53 per cent. of possible traffic can be carried out. The natural outcome of this situation, according to Rudzutak has been the growing underloading on all Soviet railways (October 1925—10,000 cars; March 1926—50,000 cars).

Bad Bridges and Tracks. Besides the shortage of rolling stock, another reason for the unsatisfactory returns of railway traffic are the extremely poor condition of railway tracks. Only 70 per cent. out of the whole railway system, owing to their bridge and track conditions, permit the circulation of full-load trains. But even on these lines there are sections where engines can only be employed with 50 per cent. of their traction capacity.

About 40 per cent. of bridges are in an unsatisfactory condition and can carry only reduced loads. The whole railway system is divided into three categories depending on their importance and for track repairs on lines of the first category rails from 3rd category lines are used and a time will come shortly when the third category lines will have to be closed completely, considerably shortening the total mileage.

Bad Quality Rails.

The rails manufactured by the state factories are of a poor quality and often cannot even stand the weight of a single engine as demonstrated on the Chinese Eastern Railway too, when rails received recently from Soviet Russia were not able to stand the frost and bursting, have caused several wrecks. Moreover, owing to the small production of these factories only 7-8 per cent. of worn out rails can be replaced every year.

No wonder that Rudzutak's conclusions were rather pessimistic and that he was obliged to state that there are practically no hopes for an early restoration of the railway system to normal conditions—and moreover, the tremendous sum of 1,500,000,000 gold rubles required for this purpose certainly greatly overtaxes the limited capacities of the Soviet budget.

THE DEFENCE OF
SHANGHAI.FURTHER ARRIVALS OF
PUNJABIS.

About 250 additional regulars of the 5th Battalion 2nd Punjab Regiment (5th), says the *North-China Daily News* of last Saturday, arrived at Shanghai yesterday, on board the R.M.S. *Empress of Canada*, which docked on the Pootung side downstream and unloaded passengers first and the Punjabis on the two tenders *Alexandra* and *Victoria*, shortly past 12, at the Customs Jetty where a detachment of the previous day's arrival were awaiting with the regimental band and pipes. Inspector Bale and four Sikh troopers of the S.M. Police were on hand to clear the streets on the march of the contingent which lost no time in falling in and starting westward via the Bund and Nanking Road to the Race Club, where their total number of approximately 650 are being billeted.

A bright sunny day with somewhat milder temperature than the day before, and the tiffin hour arrival, accounted possibly for a fair crowd of spectators on the Customs Jetty and along the route which the troops took. Considerable admiration was expressed for the well set up appearance of the men, most of whom are tall, unbearded men with short hair ends showing underneath their turbans. Their warwhoops lent an additional air of the spectacular to their advance to the Race Course.

MANILA CITY HALL

THREATENED.

Two fires of unknown origin threatened to destroy the City Hall yesterday morning, says the *Manila Times* of January 27th. The first was at 7 o'clock, before employees had entered the edifice. Smoke was seen rising from the entrance of the building facing Calle Concepcion. This fire was extinguished by the fireman on guard.

A few minutes later, Chief Clerk Xagtagan of the city treasurer's office saw the same stairs in flames. To put out this fire, however, part of the stairs had to be destroyed.

R.A.F. SENTENCES.

3 OFFICERS OF CUXFORD
LOSE COMMISSIONS.

Sentences have been promulgated against the five officers of Cuxford Aerodrome court-martialled for irregularities in connection with the officers' and sergeants' mess accounts.

While Flying-Officer Harold Root Davidson has been dismissed, and it was officially stated that the remaining four officers had been dealt with as follows:

Flight-Lieut. Arthur Clunie Randall, D.F.C., to be dismissed the service.

Flight-Lt. Cyril Richard Smythe, severe reprimand and forfeiture of 104 places in the gradation list of the R.A.F.

Flight-Lieut. Philippe Andree de Fontenay, D.F.C., to be cashiered.

Pilot-Officer James Edward Wolman, forfeiture of seniority as if it bore date August, 1926, and to be severely reprimanded.

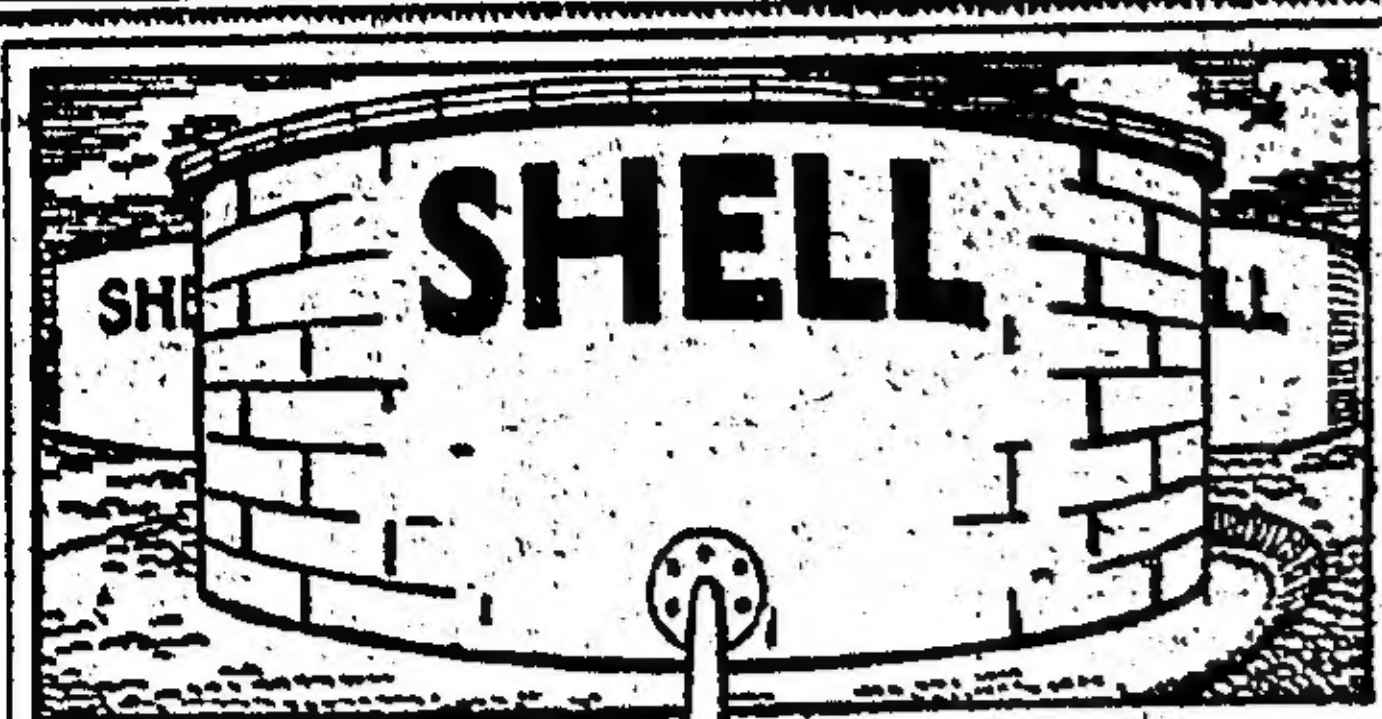
A CABARET COUNTESS.

AUSTRIAN FAMILY NAME
DESECRATED.

"Countess Josephine von und zu Eltz" is the lawful title of a pretty young cabaret dancer now fulfilling an engagement in Budapest, her husband, Count Paul Eltz, being a member of an Austrian family.

Her first husband, a rich old coffee planter in Buenos Aires, left her a large fortune when he died. The young Austrian count wooed the pretty widow there and married her. Her fortune was speedily dissipated, and she has this year obtained a judicial separation from her husband and begun to earn her living again as a dancer, her original vocation.

In Austria the title was not worth much to her, because titles are abolished there, but in Hungary and other countries she can call herself "countess" with advantage. The Eltz family have started legal proceedings to protect their family name from what they consider desecration.



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Motoring Notes: A Weekly Review dealing with matters of interest to all local motorists.

Filtering the Air—The Lady Motor Cyclist—A Great Organisation

—High Compressions.

[BY AN OWNER-DRIVER.]

FILTERING THE AIR.

It seems curious that it is only recently that cleaning the air before it goes into the car-burster has been accomplished on cars.

When we remember that about 65 per cent. of the cylinder capacity of an engine is filled by air drawn in from a region very near to the front wheels and the road it is easy to understand that dirt must get in with the air unless some method is arranged to intercept the dirt.

When sand is placed on the roads with the object of preventing skidding some of the sand gets churned up with the air.

GOOD REASONS.

There are good reasons for cleaning the air before it is sucked in to the engine cylinder. They are:

- (1) Carbon-deposit in the cylinder is reduced. In modern road dust there is a siliceous element which forms a large part of it. That aids carbon deposit.
- (2) Cylinder wear and tear is reduced if grit and dust is excluded.
- (3) Carburettors do not get choked so often if only pure air is drawn through them.

In England the cost of decarbonising and valve grinding is quoted as £2 but the writer knows of cases where three times that has been paid in Hong Kong. In fact the problem of local repair costs is a serious one. It is true that native labour is cheaper than similar labour in England but the cost of supervision is so much greater in Hong Kong.

THREE TYPES.

There are three types of air filters. They are (a) the centrifugal type which is fitted with baffles to trap the dust; (b) the stationary type which is fitted with absorbent pads; and (c) air washers.

The main idea of type (a), the centrifugal type, is to impart to the air a rapid swirling or centrifugal effect. This is a rotary motion. This not only sucks in the air but causes it to have a rapid rotary motion. The dust being heavier than air, is flung outwards and, impinging on louvers, it falls while the air goes on to the carburettor.

The idea of the stationary type is this. There is a cylindrical shell which is perforated and has round it a wire screen. It is covered with felt. The area around this screen and felt is much greater than the area of the induction pipe. The air, therefore, has a greatly reduced velocity at that stage of its progress towards the petrol. The dust, grit and sand separate out, mostly by gravity. The felt also allows the air to pass through as it is porous but it screens out the dirt. That type is used quite a lot in connection with air compressors.

THE WET TYPE.

This kind requires rather more care and attention than the other types and is not so popular. On the other hand power tests have shown that the same engine gives out more power if fitted with a wet-type than if a dry air filter is used.

It is impossible for the writer to give any personal opinion on the subject because he has not seen a wet air filter. At first the thought comes that the prospect of getting any moisture in with the mixture would not be enticing to the use of such apparatus.

However, enough has been written to show the reader that air filters have come to stay.

What is remarkable is that so many years have passed by since motors have cried out for some such arrangement and no one seemed able to realise the need. Now there are many types of air filters. It is hoped that all are efficient.

TRESPASS AND MOTORS.

A case of some interest to local motorists was recently reported in a law journal.

A gentleman at Hayling Island, near Portsmouth (England) refused to pay a stranger without credentials a shilling-demanded because he had parked his car on an unenclosed space by the roadside.

He was subsequently threatened with certain actions and he paid a sum of five guineas in order to escape the bother of a prosecution for trespass.

The law journal advises motorists that if they park on an unenclosed space and commit no damage, then they should offer the sum of a shilling, at most, to the landowner, provided that they have no reason any force used to eject them.

It is related that many years ago a gentleman prosecuted some boys, famous Rupert Brooke, because they hunted for moths in his woods.

The learned Judge ordered payment to the plaintiff of one shilling which had been paid into Court for the purpose.

Motorists must not be frightened by those who threaten them with all sorts of penalties for trespass.

THE LADY MOTOR CYCLIST.

The vexed question of the attitude of the law towards those who ride on a pillion has agitated the Press in Great Britain. It was inevitable that the matter should be discussed in Hong Kong.

A local motoring expert has expressed the opinion that there should be a special police test for motor cyclists who wish to have the privilege of carrying a pillion passenger.

A difficulty about that seems to be connected with the pillion rider. A cool-headed individual would be quite safe but an excitable girl might very easily clutch the arm of the motor cyclist at the critical fraction of a second when the clutch would spell disaster.

THE GIRL TO-TODAY.

The peril of the business is that the cool, steady nerved girl of today is not likely to be the pillion rider. She would be the person driving the machine.

A friend who recently returned from leave in England said that two impressions about change in the old country stuck out in his mind.

One was the evolution of the lady motor cyclist.

"How do they do it?" he asked and rattled almost in the same breath. "I really can't make it out." Further enquiries elicited the fact that it was the cleanly appearance of the girl cyclist that amazed him.

He gets filthy when he rides a long distance but the girl arrives at the end of a 100-mile run perfectly clean. He suspects face cream and other devices.

After the girl motor cyclist came broadcasting. He had been on a motor trip with a friend and when they camped out for a rest in the country they heard the broadcast programme although the two of them were miles away from a human habitation.

My friend says that the English girl astride a motor-bike is a picture that has an indescribable appeal. He saw Suzanne Lenglen at tennis, but for a real thrill he says that nothing can in any way compare to a girl rider on a motor cycle out to beat records.

It seems that nowadays girls cycle with the aid of petrol and not from their work.

We occasionally see a lady motor cyclist in Hong Kong. Some two or three years ago an enterprising Chinese young lady drove about on one, but she is now to be seen driving a small car.

Some of us who are getting old may think that a girl of sixteen is too young to have full control of a machine that can go at fifty miles an hour. Miss 1927 who was born in 1911 thinks differently. Anyhow she is plucky and that is the one virtue that is universal appeal. There will be more lady motorists in Hong Kong in the not too distant future.

A GREAT ORGANISATION.

In Hong Kong there are market-ede various kinds of tyres but it may be as well to inform readers of this journal that there is only one make in this part of the world that is of British manufacture.

There are some British residents in Hong Kong who are determined to do everything possible to help the old country. They realise that the cost of the war that saved the world from disaster is being carried by the people of Great Britain in a degree that seems to them to be unjust. So they say "Buy British goods and be proud of it."

Those people can obtain British made tyres in Hong Kong. The Dunlop Company has the unique position of being the only tyre company which provides the motorist with the direct interest of the manufacturer through the medium of a Dunlop factory trained manager who has been sent out to the Far East by the Dunlop Company in Great Britain.

LANCASHIRE'S NEEDS.

Hong Kong and Lancashire are connected by many invisible strands of trade. The Dunlop Company own their own cotton mills in Lancashire. Nobody doubts the quality of the canvas that is produced by those Lancashire cotton mills. Cotton experts will appreciate the size of the mills when it is stated that they contain 210,000 ring spindles with the machinery necessary for finishing so as to manufacture cord for the famous cord tyres.

The works gives employment to nearly 3,000 work people.

The size of the place may be appreciated when it is stated that the floor space of the works is approximately 37 acres.

The consumption of electric power in the works is about 9,000 kilowatts, which must be a figure not far removed to the total amount of electric power needed to light up the whole of the island of Hong Kong after dark.

Perhaps the Dunlop folk were hampered by the disastrous coal strike but we may be quite sure that no organisation in Great Britain "carried on" in face of all the resulting difficulties caused by the strike with more efficiency and vigour than did the Dunlop people.

FACTS THAT SPEAK.

It is an amazing fact that "to-day Dunlop is able to view a business which is no less than eleven times greater in total motor tyre sales realised than it was only three years ago." The Estate at Fort Dunlop comprises 431 acres. The whole organisation employs about 23,000 persons. The Birmingham section of the business provides work for 10,000 people.

Incidentally it may be mentioned that at Fort Dunlop there is produced the famous blue Dunlop "Maxxi" golf ball.

Many a local golfer has had a happy day at Deep Water Bay or Fanning thanks to the enterprise of the Dunlop Company. He has had a motor trip uninterrupted by punctures because he had Dunlop tyres on his car. He has enjoyed a game of golf uninterrupted by regrets because he had the good sense to use a "Maxxi." May many readers remember that actions speak louder than words. It is much better to buy British made tyres, golf balls, etc., than to shout music hall songs about what we will do. Deeds are needed to provide employment.

HIGH COMPRESSIONS.

What amazing results come from small beginnings. Especially has that been true of engineering development.

It is more than a quarter of a century ago that the writer heard first of the idea that more power might be obtained from an internal combustion engine if the compression ratio were changed.

A little gas engine of about 5 brake horse power was obtained for the classical experiments that demonstrated beyond cavil the best method of increasing thermal efficiencies.

What was the idea? Well, if you know anything at all about the inside of a petrol motor you should be able to understand what was done.

Plates of brass were put on to the top end of the piston. They were

made of increasing thickness. The thicker the brass the higher was the compression pressure and also the higher was the pressure in the cylinder after explosion.

All of that was found out about a quarter of a century ago.

Materials have improved since those days. We can safely use pressures now that were considered to be unsafe in those days.

Mr. A. J. Baker is an engineer holding a very responsible position in the motor-car industry of the United States. He says that one important reason why the Overland whipper has averaged better than 33 miles to the gallon is because of the compression of 23½ per cent.—a high figure as compared with the compressions in many American cars.

The figure 23½ means that when the piston is at the end of the compression stroke the mixture is forced into a space 23½ per cent. of the original volume that it filled at the end of the suction stroke. Generally speaking high compression spells economy.

COMPULSORY INSURANCE.

A statement was made in the House of Commons not long ago that the question of compulsory insurance against third party risks is under consideration.

At first sight one would be inclined to say that if a man owns a car or a lorry he should be allowed to please himself about the insurance.

It is generally believed that about 80 per cent. of the car owners in Great Britain have insured themselves against third party risks. What the proportion is in Hong Kong can only be guessed but it is astonishing to hear some owners say that it is too much trouble to take out a policy.

It is clearly wrong that anyone should run the risk of being injured through the fault of the driver of a car without being certain of some monetary compensation.

AMERICAN PLANS.

The idea of compulsory insurance has been put forward in the United States, and the subject has been very fully discussed.

The problem that worries them over there is whether policies should be issued by insurance companies or the State or by both.

Owing to the usual red-tape methods of any State managed concern, the average person would be glad that the State should be kept out of it.

The best plan would be for a regulation to be issued that no annual license for a motor vehicle will be issued unless a receipt from an insurance company has been handed in.

Of course the insurance companies can refuse to issue a policy to any individual they may think means bad business for them. In the case the rejected ones could fall back on the State. No doubt the State would make them pay a heavy premium for the privilege at present we can advise all owners to insure especially against third party risk.

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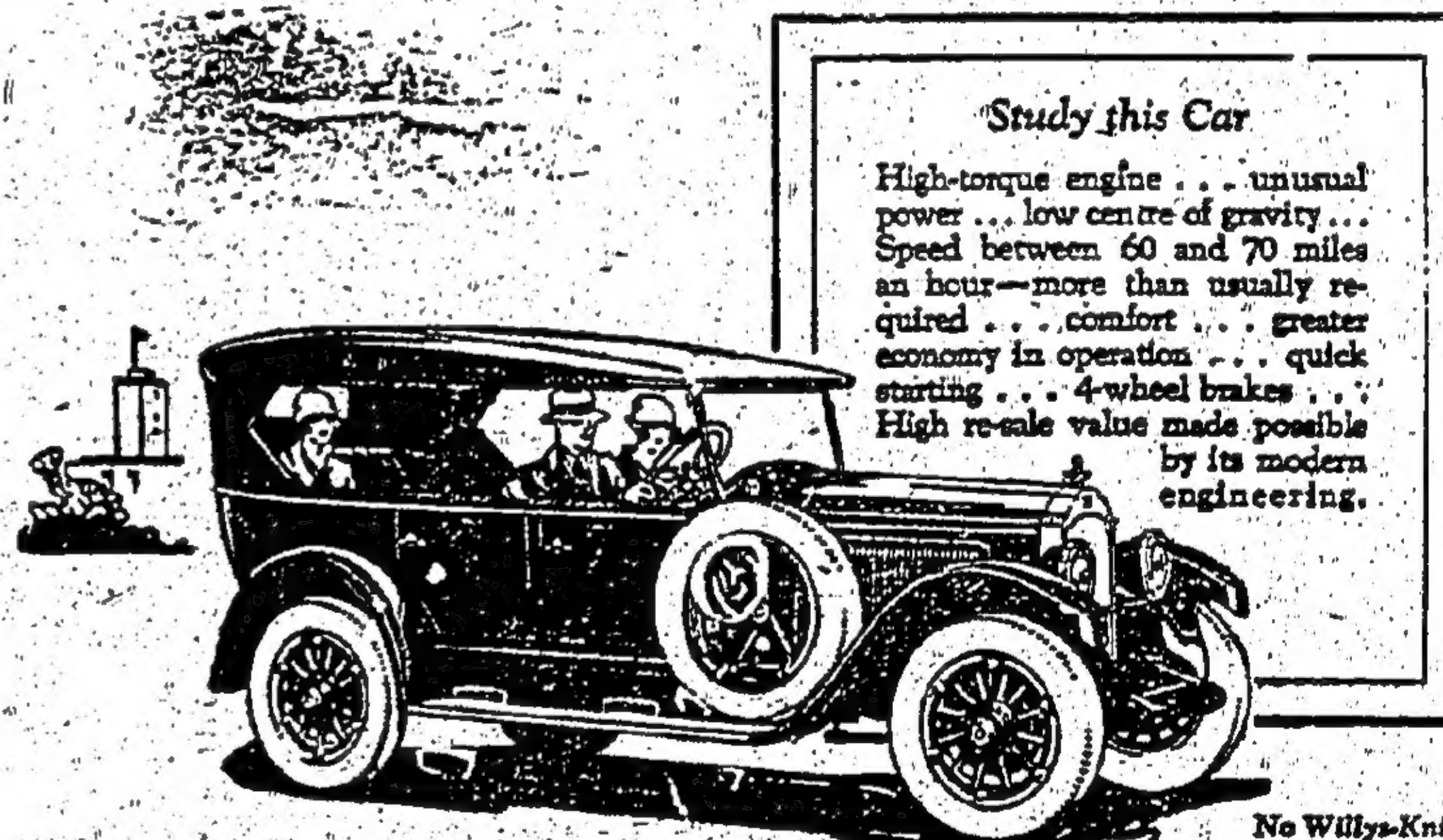
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NORDDEUTSCHER LLOYD, BREITENBURG

THE STEAMSHIP "DERFFLINGER"
having arrived from BREITENBURG, HAMBURG and Port, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained.

All Goods remaining undelivered after the 7th of February, 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Sons, at 10 a.m. on the 5th of February, 1927.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELORES & CO.,
Agents,
NORDDEUTSCHER LLOYD, BREITENBURG,
Hong Kong, 31st January, 1927. [4502]

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

**AMERICAN & MANCHURIAN
LINE**
FROM NEW YORK.

THE STEAMSHIP "CITY OF LAHORE"
having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 7th February, 1927, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 14th February, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents, Hong Kong, 31st January, 1927. [4503]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE
FROM NEW YORK & SAN FRANCISCO.

THE MOTOR VESSEL "ELMBANK"
having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 7th February, 1927, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 14th February, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 7th February, 1927, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents, Hong Kong, 31st January, 1927. [4504]

NOTICE TO CONSIGNEES.

**OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV-
IGATION CO., LTD.**
FROM NEW YORK VIA MANILA.

CONSIGNEES per Co.'s Steamers "ANTIOCHUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 1st February.

Optional Cargo will not be landed here unless Notices have been given prior to Steamer's arrival, but carried on from port to port to the final point of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godowns, and all Goods remaining undelivered after the 9th February, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd February, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents
31st January, 1927. [4505]

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBROUGH, ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENLAWEES"

CONSIGNEES of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th February, 1927, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st February, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th February, 27, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents, Hong Kong, 31st January, 1927. [4501]

AUSTRALIAN SHIPPING SCHEMES.

SHARP BRITISH CRITICISM. THE PROJECTED FAST SHIPS.

Apart from other aspects of the proposed scheme for fast ships to Australia, the attitude of Mr. Bruce (which we presume, is typical of Australian opinion) to the project is distinctly interesting. If, he says, the passage to Fremantle can be accelerated by ten days and to Sydney by 14 days, British ship-owners "have got to do it."

Well, it is one thing to invent fast ships and to put them on the Australian run, but another thing to make such a service a profitable one. We suppose Mr. Bruce would say that that is not his concern; he has, it appears, given the scheme of Sir James Connolly his blessing on the understanding that it does not involve Australia in financial commitments. But financial commitments there must be and somebody must undertake the financial risks involved in the scheme.

When Mr. Bruce is instructing British shipowners on their duty he might turn his mind to this particular aspect of the case and consider that when British shipowners and British shipping shareholders provide shipping services for Australia they expect some return for their financial commitments.

Moreover, if they are to continue to provide adequate shipping services and improve and develop them they expect a little more encouragement than Australia has been affording them.

The Labour Unions.

They expect that their ships, their officers and their crews in Australian ports should receive adequate protection; that their vessels should be able to load and unload and maintain their regular schedules without being subject to the lawless and arbitrary decision of Australian Labour Unions. They do not find much encouragement in the Australian tariff, which restricts the amount of outward cargo their ships may carry, not in the Australian income tax law, whereby 7½ per cent. of the freight earnings on cargo loaded at Australian ports is assumed to be profit and is taxed accordingly whether the voyage shows a profit or not.

Use of Port Charges.

They think that a greater degree of encouragement would be given, if the charges at Australian ports were intended solely for the maintenance of the ports and the provision of port facilities, and not partly to supplement the general State revenue.

They would be more inclined to develop Australian services if there were not, as Sir George Buchanan recently stated, a disposition on the part of the Australian authorities to treat shipowners as not entitled to relief in any circumstances whatever. In short, British shipowners expect that if they are to provide services for Australia—which, seeing that the experiment of an Australian State-owned line has proved such a lamentable failure, they are expected to do—then the Australian Government and the Australian public must recognize that these services should not be hampered by laws and regulations made solely in the interests of Australian citizens, but that the laws regulating overseas, and even coasting, traffic in Australia should be framed with some regard to international equity. Attention to these things would do far more to promote inter-Imperial shipping than would the mere giving of contracts for mails and emigrant traffic.—*The Shipping World.*

JUNGLE AIR SURVEY.

**AEROPLANES IN SEARCH FOR
COPPER DEPOSITS.**

Flying hundreds of miles over virgin jungle, with elephants, lions, and native villages 10,000 feet below, a party of British air surveyors are to carry out in Northern Rhodesia the biggest task of its kind ever attempted.

The leader of the expedition, Major C. K. Cochrane-Patrick of the Aircraft Operating Company, said before leaving London:

The shed and camp from which our photographic planes will operate is to be in the heart of the jungle, 80 miles from the railway at Ndola. The 50,000 square miles which it is our task to photograph from the air is unmapped, and we may be landing at points where natives, who are friendly, have never seen such a thing as an aeroplane.

Emergency landing-grounds are being prepared for us in the jungle at intervals of 20 miles. We shall fly in parallel lines, taking overlapping photographs with a new electronic camera. These photographs will then be studied by geologists of the Rhodesian-Congo Border Commission, who will be able to detect, by the stunted nature of vegetation, areas where copper deposits are likely to be found.

FUTURE MARVELS OF ELECTRICITY.

U.S. PROFESSOR FINDS THE EARTH'S HEART.

LINK WITH THE SUN.

Professor Michael Pupin, the retiring president of the Association for the Advancement of Science, in a recent address to the annual convention at Philadelphia, predicted new electricity wonders within the next twenty-four years which would make the present development of wireless and telephone systems seem insignificant.

The professor declared that the earth not only has a planetary relation to the sun, but that the sun and earth are intimately and physically connected by an electric current. "Scientists," he said, "cannot observe the periodic swing of the great earth current, the tidal flow of electricity through submarine cables the fading and swelling of wireless vibrations—all like the beating of a giant heart of our earthy mother—without feeling that therein lie messages which await our interpretation."

Possibilities.

The address naturally evoked possibilities of inter-planetary communications, but Professor Pupin declined to discuss the question.

When he discussed his address after the meeting he explained that such communication would be based on the theory that other planets were inhabited, which was outside the realm of electrical science.

He admitted, however, that if intelligent life existed on other planets, communication might be possible in the dim future, although our present knowledge of electricity would not accomplish it.

Professor Alex. Hrdlicka, the famous anthropologist, who discussed the possible earliest inhabitants of America at the same convention, declared that scientific findings in the past two years indicated that Columbus was preceded much earlier by other foreigners in the discovery of "America." Chinese, Japanese, Melanesians, and even Australians and Eskimos, he said, probably were here before Columbus.

PASSENGERS.

DEPARTURES.

Per s.s. *D'Artagnan*, on February 1st:—Mr. J. Walker, Mr. R. Soliva, Capt. Valat, Mr. D. Meloni, Miss Ada M. Wheeler, Dr. I. H. Levy, Rev. Father Mueson, Lieut. J. A. Bond, Mrs. N. G. Brandao and child, Mr. and Mrs. Gras, Rev. Father G. Schotte, Rev. Father A. van Zuyt.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada* arrived at Kobe yesterday at 9 a.m. She left Kobe yesterday at 5 p.m., and is due at Yokohama to-day at 9 p.m.

The m.s. *Vogland* left Shanghai for Hong Kong to-day and is due here on the 5th of February early in the morning. The vessel will sail from here via Manila, Singapore, Colombo for Europe on the same day late in the afternoon.

The Tudor silver cup which has been in Waterhouse Parish Church, near Cambridge, for several centuries was sold by auction for £3,200 at Calder House, Piccadilly, W.



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| TUJIKEMBANG | SHANGHAI | 7th " | 10th " | BATAVIA |
| TUJIPANAN | JAVA | 13th " | 16th " | SAIGON & BATAVIA |
| TUJIBESAR | JAPAN | 13th " | 16th " | BATAVIA |
| TUJILBOET | NORTH CHINA | 16th " | 18th " | MAKASSAR & JAPA |
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[10]

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s.s. "OUDERKERK" ... 8th March
s.s. "SALABANGKA" ... 8th April

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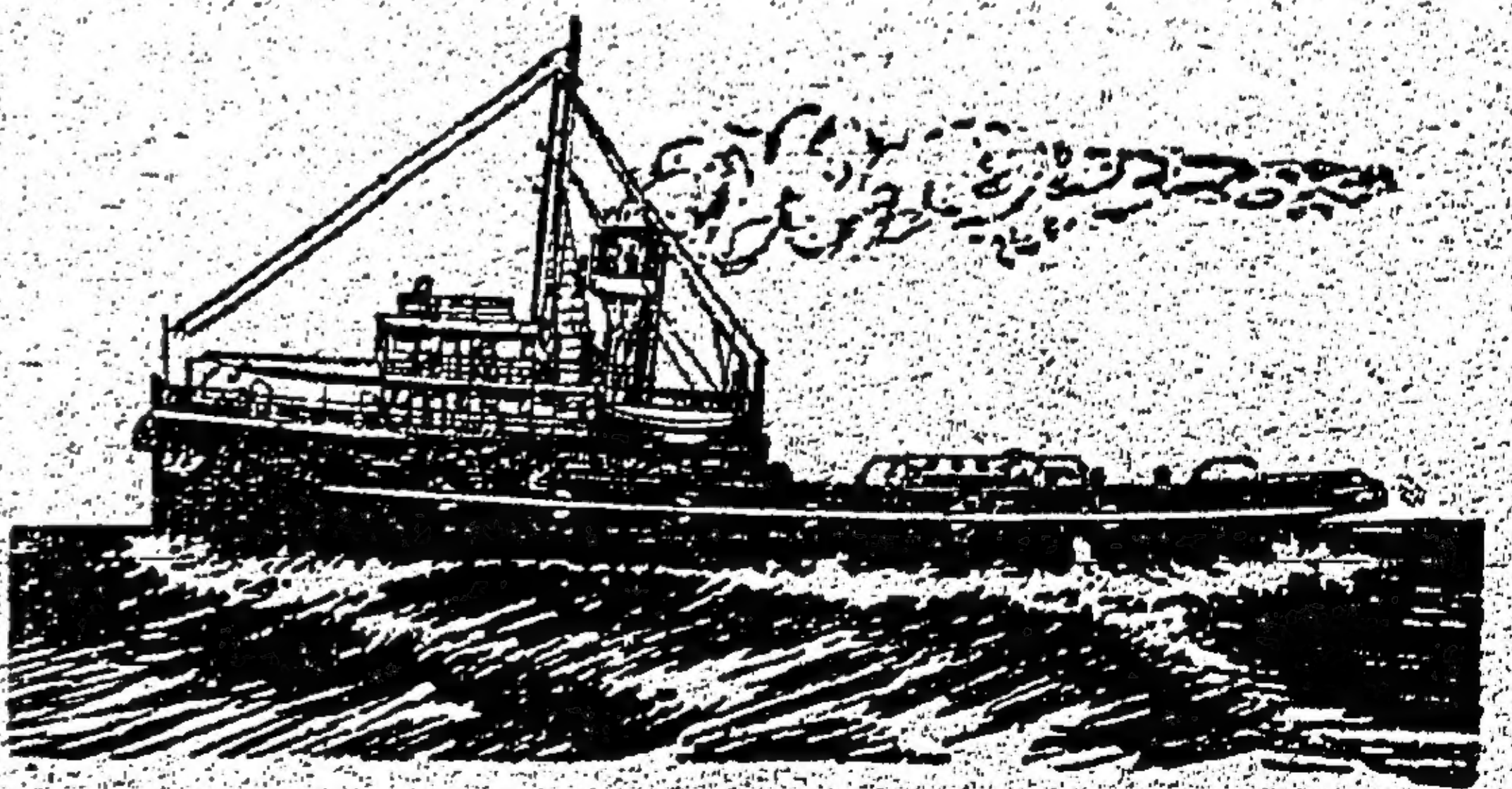
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"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 167' R.P., Breadth 34' (m), Depth 17' (m), L.B.P. 2,600. Fitted with electrically driven screw and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.
Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

CHINA NAVIGATION

COMPANY, LIMITED.

| | | |
|---|--------------|---------|
| SWATOW & SINGAPORE "ANTUNG" | On 4th Feb. | Noon |
| SAIGON "NINGHAI" | On 4th Feb. | 6 a.m. |
| SWATOW & SHANGHAI "SOJOH" | On 9th Feb. | 10 a.m. |
| AMOI, SWATOW & SINGAPORE "ANHUI" | On 8th Feb. | 8 a.m. |
| AMOI & SHANGHAI "SHANTUNG" | On 9th Feb. | 6 a.m. |
| HOIHOW & HAIPHONG "TEAN" | On 9th Feb. | Noon |
| SWATOW, SHANGHAI & TIENTSIN "SINKIANG" | On 10th Feb. | 10 a.m. |
| SWATOW & BANGKOK "KAYING" | On 10th Feb. | 10 a.m. |
| SHANGHAI "SUNNING" | On 10th Feb. | 6 a.m. |
| SWATOW, SHANGHAI, TIENTSIN & DALY "KANOHOW" | On 13th Feb. | Noon |
| WEIHAIWEI, CHEFOO & TIENTSIN "HUPEH" | On 14th Feb. | 4 p.m. |

SALOON PASSAGE RATE, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
\$80 SINGLE AND \$90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
TELEPHONE: CENTRAL 25. Agents.
CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand
and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS
PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

| STEAMER | DUE HONG KONG ON OR ABOUT | SAILING HENCE ON OR ABOUT |
|---------|---------------------------|---------------------------|
| CHANGTE | 8th February | 15th February |
| TAIPING | 11th March | 18th March |
| CHANGTE | 12th April | 19th April |

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
TELEPHONE: CENTRAL 25, Agents.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

| | | |
|------------------------|--------------------|----------------|
| S.S. "PELEUS" | ... Via Suez Canal | 25th February. |
| S.S. "CITY OF BRISTOL" | ... Via Suez Canal | 5th March. |
| S.S. "ATREUS" | ... Via Suez Canal | 25th March. |
| S.S. "THUOER" | ... Via Suez Canal | 26th April. |

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG.
HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO
BOSTON
NEW YORK
PHILADELPHIA

M.V. "CHINESE PRINCE" ... 3rd February, 1927.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furprince.

King's Building.

[19]



KONINKLIJKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE MOTOR SHIP

"CREMER"

Due to sail to SINGAPORE, BELAWAN-DELI and
PENANG, on February 17th.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to a destinations in the Netherlands East Indies
and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YORK BUILDING, CHATER ROAD.

[18]

Shipping News

Arrivals and Departures,
Passengers, etc.

ARRIVALS.

January 31st.
Antiochus, British str., 5,768 tons,
Capt. J. K. Dunlop, from New
York via Manila. The latter
port she left on January 29th,
with a general cargo, lying at
Hobbs Wharf, B. & S.

Atlas Maru, Japanese str., 4,511
tons, Capt. K. Chihara, from
Yokohama and Shanghai. The
latter port she left on January
29th, with glass ware and general
cargo, lying at buoy No. A23—O.S.R.

Deranka, British str., 4,738 tons,
Capt. W. A. Norman, R.D.,
R.N.R., from Osaka and Shang-
hai. The latter port she left
on January 29th, with a general
cargo, lying at buoy No. A2—
Mackinnon-Mackenzie & Co.

Elmwood, British str., 3,149 tons,
Capt. Andrew Mercer, from
New York and Manila. The
latter port she left on January
29th, with general cargo and
case-oil, lying at buoy No. B33.
—The Bank Line.

Fook Hong, Chinese str., 1,319 tons,
Capt. Lai Ping Nam, from
Hoihow, with a general cargo,
lying at buoy No. C41—Ching
Seng Hong.

Haimun, Chinese str., 841 tons,
Capt. H. Carneiro, from Kwang
Chow Wan, with a general
cargo, lying at buoy No. C46—
Fook Yow & Co.

Sinkiang, British str., 1,615 tons,
Capt. D. Williams, from Shang-
hai and Amoy, with a general
cargo, lying at buoy No. B12—
B. & S.

Sungshan Maru, Japanese str.,
1,503 tons, Capt. G. Kawamura,
from Shanghai and Swatow,
with a general cargo, lying at
buoy No. C44—N.Y.K.

Tak Hing, Chinese str., 105 tons,
Capt. Cheng Yung Fat, from
Antau, with a general cargo,
lying at Luca-Chong Wharf—
Fook Hoi Co.

February 1st.
Anhui, British str., 2,080 tons,
Capt. G. H. Pendergast, from
Singapore and Swatow, with
450 tons of firewood, lying at
buoy No. A24—B. & S.

Chinkua, British str., 1,233 tons,
Capt. R. Ritchie, from Bangkok
and Kohsichang. The latter
port she left on January 23rd,
with rice and general cargo,
lying at buoy No. C36—B. & S.

D'Arnyan, French str., 9,668 tons,
Capt. J. Monod, from Shang-
hai, which port she left on Jan.
29th, with a general cargo, lying
at Kowloon Wharf—Messageries
Maritimes.

Fuku Maru, Japanese str., 2,767
tons, Capt. M. Morikawa, from
Milke, which port she left on
January 26th, with 5,883 tons
of general cargo, lying at buoy
No. B51—M.B.K.

Hai Hong, British str., 1,270 tons,
Capt. Ellis Walker, from Fook-
chow and Amoy, with general
cargo and tea, lying at Douglas
Wharf—Douglas S.S. Co.

Joh. Ludo Morinckel, Norwegian
str., 1,723 tons, Capt. H. Eida,
from Port Campbell, which port
she left on January 29th, with
4,490 tons of coal, lying at Yau-
matti—Ching Shun Co.

Kayong, British str., 1,572 tons,
Capt. F. A. Lovegrove, from
Swatow, with a general cargo,
lying at buoy No. B50—B. & S.

Nanking, Swedish str., 3,485 tons,
Capt. A. Crinberg, from Singa-
pore, which port she left on
January 25th, with a general
cargo, lying at Kowloon Wharf—
Gillman & Co.

Nishio Maru, Japanese str., 1,671
tons, Capt. S. Nomura, from
Wakamatsu, which port she left
on January 25th, with coal and
cement, lying at buoy No. C49.
—Y.K.K.

CLEARANCES.

February 1st.
Angkor, for Shanghai.
Antiochus, for Milke.
Atlas Maru, for Singapore.
Chenan, for Shanghai.
D'Arnyan, for Saigon.
Deranka, for Singapore.
Elmwood, for Shanghai.
Haimun, for Kwang Chow Wan.
Hiran, for Bangkok.
Lingchow, for Singapore.
Mau Sang, for Sandakan.
Nanking, for Shanghai.
Promie, for Cape St. James.
Raby Castle, for Shanghai.
Seng Bee, for Amoy.
Selene, for Milke.
Talamba, for Singapore.
Yuan Lee, for Saigon.

PASSENGERS.

Per s.s. D'Arnyan, on February
1st, from Shanghai:—Mr. T. H.
Gentry, Mrs. Tolson, Miss A. Gove,
Miss M. V. Toth, and Mr. A. M.
D'Eca. Among passengers passing
through on their way to Saigon
were: Mr. W. P. Hemmiz, and Mr.
Mottini Caroli. For Singapore:
Mrs. J. Keating. For Marcellus:
Mrs. J. Kahn, Mrs. M. Wergall
and infant, Mrs. Germain, Mrs.
Muguet, Mr. and Mrs. de Carcer,
Mrs. Madier, Mrs. Le Bris, Mr.
Denno, Mr. and Mrs. Gouillard,
Miss Rothery, Mrs. Nabias, Mrs.
Euchot, Miss J. Moyroux, Mrs.
Cochet, Mrs. Hamov, and Rev. P.
Baar.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

(ADMIRAL ORIENTAL LINE)

THE "PRESIDENT LINERS" JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

Effective March 1st, the s.s. *President Jefferson*
will sail from Hong Kong to San Francisco, and on
March 9th the s.s. *President Lincoln* will sail for
Seattle. Thereafter, a "PRESIDENT LINER"
will sail every week on alternate Tuesdays to San
Francisco and alternate Wednesdays to Seattle.

Interchangeable Tickets, good on all "PRESIDENT
LINERS" with liberal stop-over privileges, insure the
most convenient method and the best service for
travel between Oriental Ports.

TO SAN FRANCISCO VIA HONOLULU, SHANGHAI, KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

| | |
|---------------------|------------------------------------|
| PRESIDENT TAFT | ... Sunday, Feb. 13th, 10.00 a.m. |
| PRESIDENT JEFFERSON | ... Tuesday, Mar. 1st, 10.00 a.m. |
| PRESIDENT GRANT | ... Tuesday, Mar. 15th, 10.00 a.m. |
| PRESIDENT MADISON | ... Tuesday, Mar. 29th, 10.00 a.m. |
| PRESIDENT JACKSON | ... Tuesday, Apr. 12th, 10.00 a.m. |

Thereafter Fortnightly Sailings on Tuesdays.

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

| | |
|---------------------|-------------------------------------|
| PRESIDENT JACKSON | ... Friday, Feb. 10th, 5.00 p.m. |
| PRESIDENT MCKINLEY | ... Wednesday, Feb. 16th, 5.00 p.m. |
| PRESIDENT LINCOLN | ... Wednesday, Mar. 9th, 5.00 p.m. |
| PRESIDENT CLEVELAND | ... Wednesday, Mar. 23rd, 5.00 p.m. |
| PRESIDENT PIERCE | ... Wednesday, Apr. 6th, 5.00 p.m. |

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—
PORT SAID—ALEXANDRIA—NAPLES
—GENOA—MARSEILLES.

Thence to BOSTON AND NEW YORK.

| | |
|---------------------|-----------------------------------|
| PRESIDENT MONROE | ... Tuesday, Feb. 15th, 8.00 a.m. |
| PRESIDENT WILSON | ... Tuesday, Mar. 1st, 8.00 a.m. |
| PRESIDENT VAN BUREN | ... Tuesday, Mar. 15th, 8.00 a.m. |
| PRESIDENT HAYES | ... Tuesday, Mar. 29th, 8.00 a.m. |
| PRESIDENT POLK | ... Tuesday, Apr. 12th, 8.00 a.m. |

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

| | |
|---------------------|--------------------------|
| PRESIDENT TAFT | ... Feb. 4th, 3.00 p.m. |
| PRESIDENT MCKINLEY | ... Feb. 8th, 3.00 p.m. |
| PRESIDENT MONROE | ... Feb. 15th, 8.00 a.m. |
| PRESIDENT JEFFERSON | ... Feb. 21st, 6.00 p.m. |
| PRESIDENT WILSON | ... Mar. 1st, 6.00 a.m. |

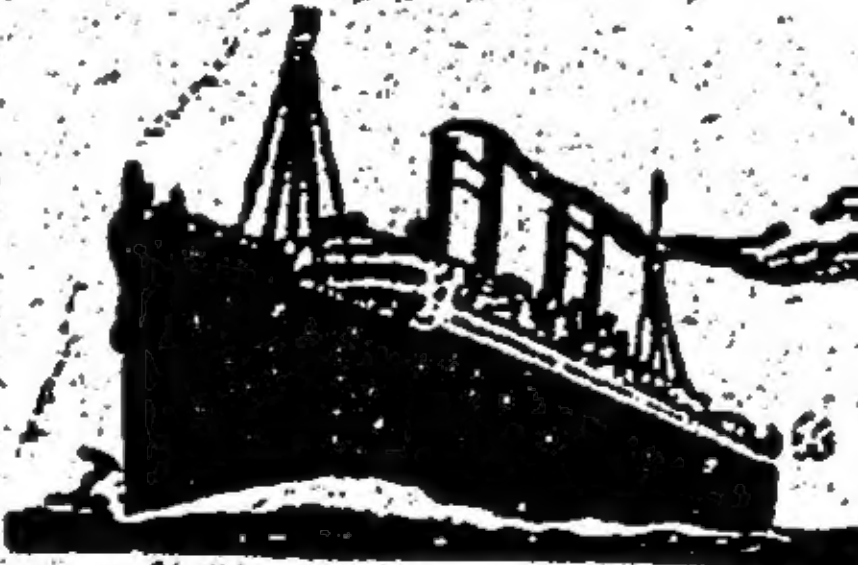
For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING, (GROUND FLOOR).
Telephone: Central 2477, 2478 & 795.

NORDDEUTSCHER LLOYD, BREMEN.



FAR EASTERN
PASSENGER AND
FREIGHT SERVICE.

Cabin class:
£73 4s. 0d.
Intermediate class:
£48 2s. 0d.

NEXT SAILINGS:

Regular fast four-weekly Passenger-Service. (Also taking cargo).

| ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS. | ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND YAKU (TIENTSIN). | ARRIVAL FROM SHANG- HAI AND SAILINGS FOR GENOA, ROTTER- DAM & HAMBURG. |
|---|--|---|
| s.s. "FULDA" | ... | 6th Feb. 1927. |
| s.s. "DERFLINGER" | ... | 23rd Feb. |
| s.s. "TRIER" | 24th Feb. 1927. | 17th March. |
| s.s. "SAARBRUECKEN" | 6th April. | 30th April. |
| s.s. "COBLENZ" | 4th May. | 23rd May. |
| s.s. "FULDA" | 31st May. | 25th June. |
| s.s. "TRIER" | 28th June. | 23rd July. |

Regular fast four-weekly Freight Service.

| CARTING ALSO A LIMITED NUMBER OF PASSENGERS. | ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND JAPAN. | ARRIVAL FROM SHANG- HAI AND SAILINGS FOR GENOA, ROTTER- DAM & HAMBURG. |
|---|--|---|
| s.s. "ANHALT" | ... | About 1st April, 1927. |
| s.s. "LUDWIGSHAFEN" | 24th March, 1927. | " 12th May. |
| s.s. "SCHWABEN" | 21st April. | " 9th June. |
| s.s. "FRANK" | 19th May. | " 11th July. |
| s.s. "FRANKEN" | 16th June. | " " |
| s.s. "KONIGSBERG" | 14th July. | " " |

For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO.,
Telephone: C. 457.
4, Queen's Building, Chater Road. HONG KONG. [20]

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

| | | |
|---------------------|-------------------|---------------------------------|
| CANTON | ... "HOPKINS" | Saturday, 3th Feb., at 7 a.m. |
| STRAITS & CALOUTTA | ... "FOOKSANG" | Monday, 7th Feb., at 3 p.m. |
| TSINGTAU via SWATOW | ... "KWONGSANG" | Wednesday, 9th Feb., at 7 a.m. |
| SHANGHAI | ... "CHEONGSHING" | Thursday, 10th Feb., at 7 a.m. |
| TIENTSIN | ... "MINGSANG" | Thursday, 10th Feb., at 10 a.m. |
| HAIPHONG | ... "KUTSANG" | Friday, 11th Feb., at 3 p.m. |
| STRAITS & CALOUTTA | ... "HOPKINS" | Sunday, 13th Feb., at 7 a.m. |
| TSINGTAU via SWATOW | ... "LAISANG" | Tuesday, 15th Feb., at 7 a.m. |
| SHANGHAI | ... "SUISANG" | Tuesday, 15th Feb., at 3 p.m. |
| SANDAKAN | ... "YATSHING" | Wednesday, 16th Feb., at 7 a.m. |
| OSAKA via SHANGHAI | ... "HINSANG" | Thursday, 17th Feb., at 9 p.m. |
| MOJI & KOBE | ... "HOSANG" | Saturday, 19th Feb., at 7 a.m. |
| SANDAKAN | ... "MAUSANG" | Tuesday, 21st Feb., at 1 p.m. |

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 915. [8]

GLEN LINE.

FARE: HONG KONG TO LONDON £32.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

| | | |
|---------------------------|--------------------|---------------|
| Steamship "GLENIFFER" | ... (via Oran) ... | 3rd February. |
| Motor Vessel "GLENGLUE" | ... | 9th March. |
| Motor Vessel "GLENGLARRY" | ... | 6th April. |
| Motor Vessel "GLENLUCE" | ... | 4th May. |

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

| | | |
|----------------------------|----------------|----------------|
| Motor Vessel "GLENAMOIY" | (Via Moji) ... | Due Hong Kong. |
| Motor Vessel "GLENGLARRY" | ... | 9th February. |
| Motor Vessel "GLENAPP" | ... | 17th February. |
| Motor Vessel "GLENLUCE" | ... | 3rd March. |
| Steamship "OAKMARTENSHIRE" | ... | 31st March. |

For Freight, Passage and further Particulars, apply to:

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

DODWELL & CO., LTD

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

"BABY CASTLE" ... Sails on or about 19th February

LLOYD TRIESTINO.

REGULAR MONTHLY-PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FUMIE).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA
AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

"VIMINALE" ... From Hong Kong.

"REMO" ... Sails on or about 3rd February

... Sails on or about 3rd March

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

"ROMOLO" ... From Hong Kong.

"VIMINALE" ... Sails on or about 8th February

"REMO" ... Sails on or about 4th March

... Sails on or about 6th April

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

"UMSINGA" ... Sails from Calcutta End of Feb.

"UMZUMBI" ... Sails from Calcutta 31st March

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030. Agents. [17]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings
subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAIPHONG ... Saturday, 5th February, at 1 p.m.

HAIPHONG ... Saturday, 13th February, at 1 p.m.

HAIPHONG ... Tuesday,

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER.

SAILINGS 1927.

| STEAMERS | H. Kong. | Shanghai | Kobe | Yokohama | Vancouver |
|--------------------|----------|----------|---------|----------|-----------|
| EMPERESS OF RUSSIA | Feb. 15 | Feb. 19 | Feb. 27 | Feb. 25 | Mar. 6 |
| EMPERESS OF ASIA | Mar. 9 | Mar. 13 | Mar. 19 | Mar. 18 | Mar. 27 |
| EMPERESS OF CANADA | Mar. 30 | Apr. 3 | Apr. 5 | Apr. 8 | Apr. 17 |
| EMPERESS OF RUSSIA | Apr. 23 | Apr. 27 | Apr. 29 | Apr. 28 | May 8 |
| EMPERESS OF ASIA | May 11 | May 14 | May 17 | May 20 | May 29 |
| EMPERESS OF CANADA | May 31 | Jun. 4 | Jun. 6 | Jun. 10 | Jun. 19 |
| EMPERESS OF RUSSIA | Jun. 22 | Jun. 25 | Jun. 28 | Jun. 27 | Jul. 1 |
| EMPERESS OF ASIA | Jul. 11 | Jul. 14 | Jul. 17 | Jul. 20 | Jul. 31 |

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

CONNECTING SAILINGS TO LIVERPOOL.

| | | | |
|----------|----------|----------|---------|
| MONTCAIM | March 12 | MONTROSE | May 13 |
| MONTROSE | April 3 | MONTCAIM | June 3 |
| MONTLORE | April 23 | MONTROSE | June 24 |

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Obergurg and Antwerp.

A DELIGHTFUL 65 DAY CRUISE DE LUXE

by the

S.S. "EMPERESS OF SCOTLAND"

Leaves HONG KONG, FEBRUARY 13th, 1927.

Calling at Shanghai, Changhai (for Peking), Kobe, Yokohama, Honolulu, Hilo, San Francisco, Balboa (Panama), Panama Canal, Cristobal (Colon), Havana.

Arriving NEW YORK, APRIL 12th, 1927.

Arriving SOUTHAMPTON, APRIL 20th, 1927.

Passenger Department: Tel. C. 752. Cables: "GACANPAO"
Freight and Express: Tel. C. 42. Cables: "NAUTILEUS."

HAMBURG-AMERIKA LINIE

COMBINED FREIGHT AND PASSENGER SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI & JAPAN

| | |
|------------------|--|
| S.S. "OLDENBURG" | due here on or about the 12th February |
| S.S. "SAARLAND" | due here on or about the 14th March |
| S.S. "BESSEN" | due here on or about the 12th April |

MANILA

| | |
|--------------------|--|
| M.V. "VOGTLAND" | sailing from here on or about the 4th February |
| M.V. "MUNSTERLAND" | sailing from here on or about the 5th March |
| S.S. "OLDENBURG" | sailing from here on or about the 20th March |

† Vessel calling at Genoa, Rotterdam and Hamburg.
* Vessel calling at Genoa, Marseilles, Rotterdam and Hamburg.
Sailing dates subject to alteration without notice.

For freight, passage and further particulars please apply to

JEBSEN & CO.

12, PEDDER STREET.

TEL. C. 2225.

N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

| | |
|------------------------------|-----------------------------|
| KOREA MARU (calls Keelung) | Sunday, 6th Feb., at Noon |
| SHINYO MARU | Tuesday, 22nd Feb., at Noon |
| SIBERIA MARU (calls Keelung) | Sunday, 6th March, at Noon |

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

| | |
|------------|------------------------------|
| GINYO MARU | Saturday, 26th Feb., at Noon |
| ANTO MARU | Tuesday, 3rd May, at Noon |

MARSEILLES, LONDON, ANTWERP & ROTTERDAM

| | |
|--------------|---------------------------------|
| HAZAKI MARU | Saturday, 12th Feb., at 11 a.m. |
| HAZUKAN MARU | Saturday, 26th Feb. |
| KITANO MARU | Saturday, 12th March |

SYDNEY & MELBOURNE via Manila & Porto.

| | |
|--------------|----------------------------------|
| MISHIMA MARU | Wednesday, 23rd Feb., at 11 a.m. |
| TANGO MARU | Wednesday, 23rd March |

NEW YORK and/or BOSTON via PANAMA.

| | |
|---------------|---------------------|
| TASUNO MARU | Wednesday, 9th Feb. |
| CALOUTTA MARU | Monday, 21st Feb. |

LIVERPOOL via Singapore, Colombo, Port Said & Porto.

| | |
|-----------------------------|--------------------|
| TAJIMA MARU (calls Glasgow) | Saturday, 5th Feb. |
|-----------------------------|--------------------|

BUENOS AIRES via Singapore, Durban & Cape Town.

| | |
|---------------|--------------------|
| KAMAKURA MARU | Saturday, 5th Feb. |
|---------------|--------------------|

BOMBAY via Singapore, Penang & Colombo.

| | |
|------------|---------------------|
| AWA MARU | Thursday, 10th Feb. |
| SEIYO MARU | Tuesday, 22nd Feb. |

CALCUTTA via Singapore, Penang & Rangoon.

| | |
|-------------|-------------------|
| NAGATO MARU | Tuesday, 8th Feb. |
| OSAKA MARU | Friday, 18th Feb. |

NAGASAKI, KOBE & YOKOHAMA

| | |
|------------|-------------------|
| TANGO MARU | Friday, 19th Feb. |
|------------|-------------------|

SHANGHAI, KOBE & YOKOHAMA

| | |
|---------------------------|--------------------|
| LIMA MARU (calls Moji) | Friday, 4th Feb. |
| NAGATO MARU (Moji direct) | Friday, 4th Feb. |
| HAZUKAN MARU | Monday, 7th Feb. |
| KANO MARU | Tuesday, 22nd Feb. |

For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone: Central No. 232 (Private exchange to all Deptts.)

Shipping News Daily Statement, Shipping Notes, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

HEAVY BRITISH ENTRIES.

THROUGH CARGOES RETURN TO NORMAL.

Imports of general merchandise into the Colony showed a slight improvement, as compared with the previous day's statements, and through cargoes on vessels arriving here during the 24 hours ended at 9 a.m. yesterday returned to the normal.

Arrivals of British vessels also increased and no fewer than eight British steamers came into port yesterday. Their tonnage also shows an increase.

The Colony's imports amounted to 10,957 tons, of which, 6,757 tons were brought by eight British steamers. The two best returns were registered by the *a. Xuechow* and the *Talamba*, both steamers are under British registry. The former vessel, arriving from Tientsin brought 9,240 tons whilst the latter was responsible for 1,850 tons which she brought from Osaka and Moji.Cargoes for ports beyond Hong Kong were carried by nine steamers out of the 20 arrivals. The manifests of the nine carrying steamers totalled 34,201 tons, of these, 10,240 tons were on four British steamers. The steamers all carried a four figure tonnage, but the two best returns were 9,000 tons on the *a. Xuechow* and 5,400 tons on the Japanese vessel *Atsuta Maru* arriving from Yokohama and Shanghai.

During the period under review there were 20 arrivals and 14 departures. Their nationalities were: British, 3 arrivals and 2 departures; Japanese, 4 arrivals and 4 departures; Norwegian, 2 departures; Chinese, 3 arrivals; Dutch, 2 arrivals and 1 departure; French, 2 departures; German, 1 arrival and 2 departures; American, 1 arrival and 1 departure; Swedish, 1 arrival. Vessels in harbour totalled 74.

SHIPPING NOTES.

The total number of deck passengers entering the Colony during the 24 hours ended at 8 a.m. yesterday was 124.

The *m.s. Selene* (Dutch) arriving here yesterday from Balikpapan brought 1,234 tons of benzine, in shells and 3,331 tons of kerosene in bulk for local discharge.The Japanese vessel *Fuku Maru* arriving here from Milke yesterday discharged into Hong Kong a shipment of 5,633 tons of coal.The Ben Line *a.s. Bealder* from Leich, Antwerp, London and Straits is due to arrive here on the 5th inst.The *Norddeutscher Lloyd's a.s. Fulda* left Shanghai yesterday and is expected to arrive here on Friday morning. She will sail for Europe via ports on Saturday at noon.The *M. M. liner d'Artagnan* arriving here yesterday from Shanghai brought about 70 first and second class passengers for Hong Kong and about 150 through passengers.

VESSELS EXPECTED.

| |
|---|
| <i>Achilles</i> (Blue Funnel), due to-morrow. |
| <i>Adriatic</i> (Blue Funnel), due Feb. 12th. |
| <i>Delhi</i> (Swedish East Asiatic), due March 2nd. |
| <i>Mantua</i> (P. & O.), due February 4th, about 6 a.m. |
| <i>Mentor</i> (Blue Funnel), due Feb. 5th. |
| <i>Meriones</i> (Blue Funnel), due Feb. 10th. |
| <i>Yellora</i> (P. & O.), due February 4th, about noon. |
| <i>Introspect</i> (Blue Funnel), due to-morrow. |
| <i>Tanda</i> , due February 7th. |

SUNRISE AND SUNSET IN HONG KONG.

FOR FEBRUARY, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

| February 2nd, 7.03 a.m. | 8.12 p.m. |
|-------------------------|-----------|
| 3rd...7.02 | 8.13 |
| 4th...7.02 | 8.13 |
| 5th...7.02 | 8.14 |
| 6th...7.01 | 8.14 |
| 7th...7.00 | 8.15 |
| 8th...7.00 | 8.15 |
| 9th...6.59 | 8.15 |
| 10th...6.58 | 8.17 |
| 11th...6.58 | 8.18 |
| 12th...6.58 | 8.19 |
| 13th...6.57 | 8.19 |
| 14th...6.56 | 8.19 |
| 15th...6.56 | 8.20 |
| 16th...6.55 | 8.20 |
| 17th...6.55 | 8.21 |
| 18th...6.54 | 8.21 |
| 19th...6.53 | 8.22 |
| 20th...6.52 | 8.22 |
| 21st...6.52 | 8.23 |
| 22nd...6.51 | 8.23 |
| 23rd...6.50 | 8.24 |

M. M. MESSAGERIES MARITIMES

LIGNES COMMERCIALES (Cargo Boats).
Monthly sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—
"D. P. BENOIT" ... 21st February.
"CAPT. FAURE" ... 15th April.

"CAPT. FAURE" due to arrive from DUNKIRK, LONDON, HAVRE about the 21st February.

SERVICES CONTRACTUELS (Main Services)

| Steamers | Sailings from Marseilles | Arr. at Hong Kong & Sailings for Shanghai and Japan | Sailings from Hong Kong for Marseilles |
|--------------|--------------------------|---|--|
| SPHINX | ...A | 31st Dec. | 15th Feb. |
| ANGOR | ...B | 14th Jan. | 1st Mar. |
| PORTOS | ...A | 29th Jan. | 16th Mar. |
| PAUL LECAT | ...A | 11th Feb. | 29th Mar. |
| G. METZINGER | ...A | 25th Feb. | 12th April |
| AMAZONE | ...B | ... | 29th April |

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class)—2 90. 0d. B CLASS (1st Class)—2 85. 0d.
B CLASS (2nd Class)—2 70. 0d. C CLASS (2nd Class)—2 65. 0d.
Through tickets to London and London to Europe.
Accommodations reserved in the Trans at Marseilles.
(Sailings subject to alteration without notice).
For full Particulars, apply to—
Cie. des MESSAGERIES MARITIMES.
Telephone: Central 740. 3, Queen's Building.
CONSIGNATION—TRANSIT—REPRESENTATION.

BANK LINE LTD. AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

| | |
|--|---|
| Passenger Service | ELLERMAN LINE |
| S.S. "CITY OF LAHORE" | London, Havre, Rotterdam & Hamburg ... 12th February. |
| FARES: 1st Class to LONDON First Class £72. | |
| S.S. "CITY OF CALCUTTA" | Marseilles, London, Havre & Hamburg ... 15th March. |
| FARES: 1st Class to MARSEILLES £66; to LONDON £72. | |
| Second Class to MARSEILLES £47; to LONDON £49-10s. | |

AUSTRALIA

Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa. Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF BRISTOL" ... via Suez Canal ... 5th March.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

| | |
|---------------------------|--------------------------------|
| BOSTON, NEW YORK & HAVANA | AMERICAN & ORIENTAL LINE |
| M.V. "LARCHBANK" | via Suez Canal ... 24th March. |
| MAURITIUS & SOUTH AFRICA | ORIENTAL AFRICAN LINE |
| S.S. "TINHOW" | from Hong Kong ... 20th April. |

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.
Through Bills of Lading issued to Beira, Quilimane, Illo, Port Augusta, Mozambique, Chinde, Inhassane, Zanzibar, Mombasa, Kilimanjaro, Port Bellotti, Lobatse Bay and Madagascar.For Freight or passage on any of the above lines apply to—
Telephone: Central 4791.

THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

COMPANIES INCORPORATED IN ENGLAND. MAIL AND PASSENGER STEAMERS. TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H.M. GOVERNMENT.)

| Steamship | Tons | From Hongkong (about) | Destination |
|--------------|--------|-----------------------|--|
| "MOBEA" | 10,918 | 5th Feb. Noon | Marseilles and London. |
| "KILDERPORE" | 8,987 | 13th Feb. | S'pore, Penang, Colombo & B'way. |
| "DELTA" | 9,144 | 18th Feb. | S'pore, Penang, Colombo & B'way. |
| "KALYAN" | 8,553 | 19th Feb. | S'pore, Penang, Colombo & B'way. |
| "NELLORE" | 10,902 | 2nd March | Marseilles and London. |
| "MANTUA" | 8,987 | 4th March | Marseilles and London. |
| "KASHGAR" | 8,987 | 12th March | S'pore, Penang, Colombo & B'way. |
| "NAGPORE" | 8,987 | 14th March | S'pore, Penang, Colombo & B'way. |
| "NYANZA" | 7,023 | 16th March | S'pore, Penang, Colombo & B'way. |
| "MONGOLIA" | 16,504 | 17th March | Marseilles and London. |
| "MACEDONIA" | 11,120 | 2nd April | Marseilles and London. |
| "KHYBER" | 9,114 | 9th April | Marseilles, London, Antwerp, B'way & Hall. |
| "DEVANHA" | 8,155 | 15th April | Marseilles, London, Antwerp. |
| "DELTA" | 8,097 | 27th April | S'pore, Penang, Colombo & B'way. |
| "MALWA" | 10,980 | 30th April | Marseilles and London. |
| "NELLORE" | 8,553 | 11th May | S'pore, Penang, Colombo & B'way. |
| "KALYAN" | 8,553 | 14th May | Marseilles, London and Antwerp. |
| "NYANZA" | 7,023 | 23rd May | S'pore, Penang, Colombo & B'way. |
| "MOBEA" | 10,198 | 25th May | Marseilles and London. |
| "KASHGAR" | 9,005 | 11th June | Marseilles, London and Antwerp. |
| "MANTUA" | 10,902 | 25th June | Marseilles and London. |
| "KALYAN" | 9,144 | 9th July | Marseilles, London and Antwerp. |
| "MACEDONIA" | 11,120 | 23rd July | Marseilles and London. |

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireas, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

| | | | |
|------------|--------|-----------|---------------------------------|
| "TILAWA" | 10,000 | 11th Feb. | Singapore, Penang and Calcutta. |
| "TALMA" | 10,000 | 16th Feb. | do. |
| "SHIRALA" | 7,841 | 1st March | do. |
| "GAMBHIRA" | 5,257 | 8th March | do. |

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

| | | | |
|--------------|-------|------------|--|
| "TANDA" | 6,864 | 4th Mar. | |
| "ST. ALBANS" | 4,430 | 1st April | Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne. |
| "ARAFURA" | 8,000 | 29th April | |
| "TANDA" | 6,864 | 3rd June | |
| "ST. ALBANS" | 4,430 | 1st July | |
| "ARAFURA" | 8,000 | 29th July | |

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hilo, Oahu, Kailashagan, Tawao, Hane, Durbin, or other ports en route as indicated on the shipping schedule.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

| | | | |
|--------------|--------|------------------|------------------------------------|
| "MANTUA" | 10,902 | 4th Feb., 4 p.m. | Shanghai, Moji and Kobe. |
| "NELLORE" | 8,553 | 4th Feb., 4 p.m. | Shanghai, Moji and Kobe. |
| "TANDA" | 6,864 | 8th Feb. | Moji, Kobe, Osaka and Yokohama. |
| "SHIRALA" | 7,841 | 9th Feb. | Shanghai, Moji and Kobe. |
| "NAGPORE" | 8,987 | 11th Feb. | Shanghai, Moji, Kobe and Yokohama. |
| "TAKIWA" | 10,000 | 15th Feb. | Kobe. |
| "MONGOLIA" | 16,504 | 18th Feb. | Shanghai and Kobe. |
| "GAMBHIRA" | 5,257 | 18th Feb. | Kobe. |
| "NYANZA" | 7,023 | 19th Feb. | Shanghai, Moji and Kobe. |
| "MACEDONIA" | 11,120 | 4th March | Shanghai, Moji and Kobe. |
| "ST. ALBANS" | 4,430 | 8th March | Moji, Kobe, Osaka and Yokohama. |
| "KHYBER" | 9,114 | 11th March | Shanghai, Moji and Kobe. |
| "DEVANHA" | 8,155 | 18th March | Shanghai, Moji and Kobe. |
| "LAORE" | 8,252 | 27th March | Shanghai, Moji and Kobe. |
| "MALWA" | 10,980 | 1st April | Shanghai, Moji and Kobe. |
| "DELTA" | 8,097 | 1st April | Shanghai, Moji and Kobe. |
| "ARAFURA" | 8,000 | 6th April | Moji, Kobe, Osaka and Yokohama. |
| "KHYBER" | 7,841 | 12th April | Shanghai, Moji and Kobe. |
| "NELLORE" | 8,553 | 15th April | Shanghai, Moji and Kobe. |
| "KALYAN" | 9,144 | 15th April | Shanghai, Moji and Kobe. |
| "NYANZA" | 7,023 | 29th April | Shanghai, Moji and Kobe. |
| "MOBEA" | 10,953 | 29th April | Shanghai, Moji and Kobe. |

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 3 ft. x 3 ft. x 3 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR

MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG AND SCANDINAVIAN PORTS.

| | |
|---------------|-----------------|
| m.v. "CANTON" | Loading about |
| m.v. "DELHI" | 4th March, 1927 |
| m.v. "DELHI" | 8th April, 1927 |

POST OFFICE NOTICE.

CHINESE NEW YEAR HOLIDAYS.

On Wednesday, the 2nd February, the G.P.O. and Branch Post Offices will be entirely closed, and on Thursday, the 3rd February they will be open from 8 a.m. to 9 a.m.

On Thursday, the 3rd February, there will be one collection from the pillar-boxes, and one delivery of ordinary correspondence as on Sundays and also one delivery of registered correspondence from the G.P.O. at 9 a.m.

The Money Order Office will be entirely closed during the Holidays.

Radio Telegrams may now be accepted for Hongkong under the same conditions and at the same rates as for Canton.

INWARD MAILS.

| FROM | PAR | DATE |
|--|----------------|----------|
| SAIGON | Angkor | 2nd Feb. |
| STRAITS | Patroclus | 3rd Feb. |
| MANILA | Pres. Jackson | 3rd Feb. |
| U.S.A., HONOLULU, JAPAN, SHANGHAI & EUROPE via SIBERIA | Pres. Taft | 3rd Feb. |
| SHANGHAI | Morea | 4th Feb. |
| STRAITS | Bellona | 4th Feb. |
| EUROPE via SUEZ (letters and papers, London, 6th Jan., & parcels, 30th Dec.) | Manila | 4th Feb. |
| AUSTRALIA & MANILA | Tanda | 7th Feb. |
| U.S.A., CANADA, JAPAN & SHANGHAI | Pres. McKinley | 7th Feb. |
| SHANGHAI | Sargapion | 8th Feb. |

OUTWARD MAILS.

| FOR | PAR | DATE |
|---|---------------|--|
| Hokow, Pakhoi and Haiphong | Taiwan Maru | Friday, 4th, 8.30 A.M. |
| Batavia | Tjiboro | 10.30 A.M. |
| Shanghai and EUROPE via SIBERIA (letters and postcards specially superimposed "via SIBERIA" only) | Patroclus | 10.30 A.M. |
| Shanghai, Japan, Canada, U.S.A., O.S. & America & EUROPE via Victoria, B.O.—due Victoria, B.O., 24th Feb., and EUROPE via SIBERIA (letters and postcards specially superimposed "via SIBERIA" only) | Pres. Jackson | Parcels Noon Reg. 2.45 P.M. Letters 3.30 P.M. |
| Manila | Pres. Taft | 1.30 P.M. |
| Shanghai | Manila | 2.30 P.M. |
| Shanghai | Achilles | 5.00 P.M. |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 4th Mar. | Morea | Parcels Noon Reg. 5.45 P.M. Letters 10.30 A.M. |
| Batavia | Nagasaki | Saturday, 5th, 10.00 A.M. |
| Swatow, Amoy and Foochow | Hai Hong | Noon |
| Amoy | Anhui | 5.00 P.M. |
| Swatow, Amoy and Formosa | Kaijo Maru | Sunday, 6th, 8.30 A.M. |
| Sandakan | Lokum | 9.00 A.M. |
| Straits and Calcutta | Foo's Yang | Monday, 7th, Noon |
| Amoy | Shantung | Parcels Noon Letters 4.00 P.M. |
| Swatow, Amoy and Foochow | Hai China | Tuesday, 8th, Noon |

*Correspondence bearing vessel's name only.



**REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES**

LONDON SERVICE

"SARPEDON" 9th Feb. Mar. L'don, E'dam. & Glasgow.
 "DEMODOCUS" 22nd Feb. Mar. L'don, E'dam. & Hamburg.
 "PATROCLUS" 9th Mar. Mar. L'don, E'dam. & Glasgow.
 "ADRASTUS" 22nd Mar. Mar. L'don, E'dam. & Hamburg.

LIVERPOOL SERVICE

"DEUCALION" 20th Feb. Genoa, Havre, Liverpool & Glasgow.
 "PHILOCTETES" 23rd Mar. Mar. Havre, Liverpool & Glasgow.
 "NINGOROW" 15th April Genoa, Havre & Liverpool.

PACIFIC SERVICE

(via KORE & YOKOHAMA)
 "PROTESILAUS" 26th Feb. Victoria, Vancouver & Seattle.
 "TALITHYBIUS" 19th March Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"PELEUS" 25th Feb. New York, Boston & Baltimore.
 "ATREUS" 25th Mar. New York, Boston & Baltimore.

PASSENGER SERVICE

"PATROCLUS" 4th Feb. daylight, Shanghai.
 "SARPEDON" 9th Feb. Singapore, Marseilles & London.
 "PATROCLUS" 9th Mar. Singapore, Marseilles & London.
 "ANTENOR" 6th April Singapore, Marseilles & London.
 "RECTOR" 4th May Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire.
Agents

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S
LOCAL NEWS.

The Paper to send Home

P. & O. BANKING CORPORATION, LIMITED.

PAID UP CAPITAL £2,504,100
RESERVE FUND £180,000

HEAD OFFICE:
123, Leadenhall Street, London, E.C.3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its branches has Agencies in all the principal towns of the World.

L. E. HOPKINS,
Manager,
Princo's Building, Chater Road,
Hong Kong.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued and Fully Paid \$30,000,000
Reserve Funds:—
Sterling \$4,500,000
Silver \$37,000,000

Reserve Liability of Proprietors \$50,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
Hon. Mr. D. G. M. BERNARD,
Chairman,
Hon. Mr. A. O. LANG,
Deputy Chairman.

W. H. Bell, Esq., J. A. Plummer, Esq.,
A. H. Compton, Esq., T. G. Weill, Esq.,
W. L. Patterson, Esq., H. F. White, Esq.,
G. M. Young, Esq.,
Chief Manager:
A. H. BARLOW, Esq.

BRANCHES:—
Amoy, Hongkong, Peking,
Bangkok, Harbin, Penang,
Batavia, Ipoh, Rangoon,
Bombay, Johore, Saigon,
Calcutta, Kobe, San Francisco,
Canton, Kuala Lumpur, Shanghai,
Chongqing, Lyons, Singapore,
Fuzhou, Malacca, Patani,
Haiphong, Manila, Tientsin,
Hankow, Moukden, Tokyo,
Harbin, Nagasaki, Yantai,
New York, Yokohama.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and Sterling on terms which will be quoted on application.
Hong Kong, 27th May, 1926. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW, Chief Manager.
Hong Kong, 27th May, 1926. [9]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL AND SURPLUS
U.S. \$3,000,000.00

HEAD OFFICE:
37, WALL STREET, NEW YORK.

BRANCHES:
SHANGHAI.

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.

LONDON AND PARIS AGENTS:
EQUITABLE TRUST CO., OF N.Y.
38] D. M. BIGGALL, Manager.

NEDELANDSCHE HANDEL MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY).
Established 1824.
Hong Kong Branch established 1868.

Authorized Capital
Gulden 150,000,000

Paid-up Capital (219,500,000)
Subscribed Capital 50,000,000

Reserve Fund (26,688,870)
Special Reserves (21,117,342)

Head Office: AMSTERDAM.
Eastern Head Office: BATAVIA.

BRANCHES:—Batavia, Bandung, Bombay, Calcutta, Cherbon, Djember, Djokjakarta, Djeddah, The Hague, Kobe, Kotabadi, Makassar, Medan, Padang, Palembang, Pecalangan, Penang, Pontianak, Rangoon, Rotterdam, Semarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegal, Tjilatjap, Weltevreden and Siboga (Sumatra).

LONDON BRANCHES:—NATIONAL PROVINCIAL BANK, LTD.
Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.
O. STEENSTRA, Manager.

THE BANK OF CHINA.

(Specially authorised by Presidential Mandate of the Republic of China on the 31st of November, 1917).

AUTHORIZED CAPITAL \$50,000,000.00
PAID-UP CAPITAL 19,750,500.00
RESERVE FUND 9,854,328.69

HEAD OFFICE:—PEKING.
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

LONDON BRANCHES:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York BRANCHES:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

TSUYEE PEI,
Manager,
Hong Kong, January 10th, 1926. [34]

THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C.4.

Authorized Capital £23,000,000
Subscribed Capital £21,800,000
Paid-up Capital £21,050,000
Reserve Fund £21,250,000

BRANCHES:
Bangkok, Batavia, Canton, Cebu, Hong Kong, Kobe, London, Lyons, Manila, Peking, Rangoon, San Francisco, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

THE BANK OF ENGLAND
MIDLAND BANK, LTD.

BRANCHES:
Bangkok, Batavia, Bombay, Calcutta, Cebu, Hong Kong, Kobe, London, Lyons, Manila, Peking, Rangoon, San Francisco, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 4 per cent per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.
7, Queen's Road Central,
Hong Kong, June 17th, 1926. [23]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up Yen 100,000,000
Reserve Fund Yen 60,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:
Alexandria, Honolulu, Rangoon, Batavia, Kai Yuen, Saigon, Bombay, Karachi, Soerabaya, Buenos Aires, Kobe, San Francisco, Lyons, Seattle, Los Angeles, Shanghai, Canton, Los Angeles, Soerabaya, Cheongchun, Manila, Singapore, Dairen, Nagasaki, Shimoda, Fushimi, Newchwang, Yokohama, (Maiden) Osaka, Tientsin, Hankow, New York, Tokyo, Harbin, Peking, Tientsin, Rangoon, Yantai, Tientsin.

Correspondents in all principal cities of the world.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

SAVE DEPOSIT BOXES To Let.
Kai Yuen Po,
Chief Manager,
Hong Kong, 22nd May, 1926.

SAVE DEPOSIT BOXES To Let.
Kai Yuen Po,
Chief Manager,
Hong Kong, 22nd May, 1926.

SAVE DEPOSIT BOXES To Let.
Kai Yuen Po,
Chief Manager,
Hong Kong, 22nd May, 1926.

SAVE DEPOSIT BOXES To Let.
Kai Yuen Po,
Chief Manager,
Hong Kong, 22nd May, 1926.

SAVE DEPOSIT BOXES To Let.
Kai Yuen Po,
Chief Manager,
Hong Kong, 22nd May, 1926.



A quality production,
made of selected golden
Virginia leaf, manufactur-
ed and packed with the
utmost care, dependable
in all climates.

**SMOKE
CAPSTAN
CIGARETTES**

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

EE-459

THE BANK OF TAIWAN, LTD.

(TAIWAN CHINESE).
Incorporated by Special Imperial Charter, 1899.

Capital Subscribed Yen 45,000,000
Capital (Paid-up) Yen 38,375,000

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
FORMOSA:—Gilan, Kagi, Karento, Keelung, Makong, Nanto, Shingchiu, Tainan, Tientsin, Takao, Tamsui, Toei, Heito, Taio.

CHINA:—Shanghai, Hankow, Amoy, Fuzhou, Swatow, Canton.

OTHERS:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:
THE LONDON COUNTY WESTMINSTER AND PAIR'S BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, etc.

Interest allowed on Current Accounts, and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT, Manager.
Hong Kong, 20th March, 1924. [32]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONG KONG.
10, Des Voeux Road Central.

AUTHORIZED CAPITAL \$10,000,000
PAID-UP CAPITAL 5,000,000
RESERVE FUND 1,300,000

BRANCHES AND AGENCIES:
Canton, Osaka, Haiphong, London, Melbourne, Rangoon, Seattle, Melbourne, Kowloon, Nagasaki, Canton, New York, Tientsin, Saigon, Kobe, Manila, San Francisco, Peking, Bombay, Taipei, Rangoon, Shanghai, Tokyo, Soerabaya, Harbin, Peking, Soerabaya.

Correspondents in all principal cities of the world.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

SAVE DEPOSIT BOXES To Let.
Kai Yuen Po,
Chief Manager,
Hong Kong, 22nd May, 1926.

SAVE DEPOSIT BOXES To Let.
Kai Yuen Po,
Chief Manager,
Hong Kong, 22nd May, 1926.

CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES AND BRANCHES:
ALOR STAR, BILLO, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, Cebu, Ceylon, COLOMBO, DELHI, HANKOW, HONG KONG, KAGI, KARENTA, KUALA, KUTTING, LAMPUNG, MADRAS, MANILA, MEDAN, MOWTA, NEW YORK, Peking, PENANG, PERHAWA, RANGOON, SINGAPORE, SOERABAYA, TAIPEI, TIENTSIN, YOKOHAMA.

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.
Hong Kong, August 1st, 1926. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).
6, Chater Road, Victoria, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital Frs. 20,000,000
Reserves Frs. 11,100,000
Special Working Capital Frs. 50,000,000

BRANCHES:
Paris, Lyons, Marseilles, Saigon, Hong Kong, Tientsin, Canton, Hankow.

France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.

London: Midland Bank, Ltd.

New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.

A. ROLLIN, Manager.
Hong Kong, 2nd December, 1925.

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